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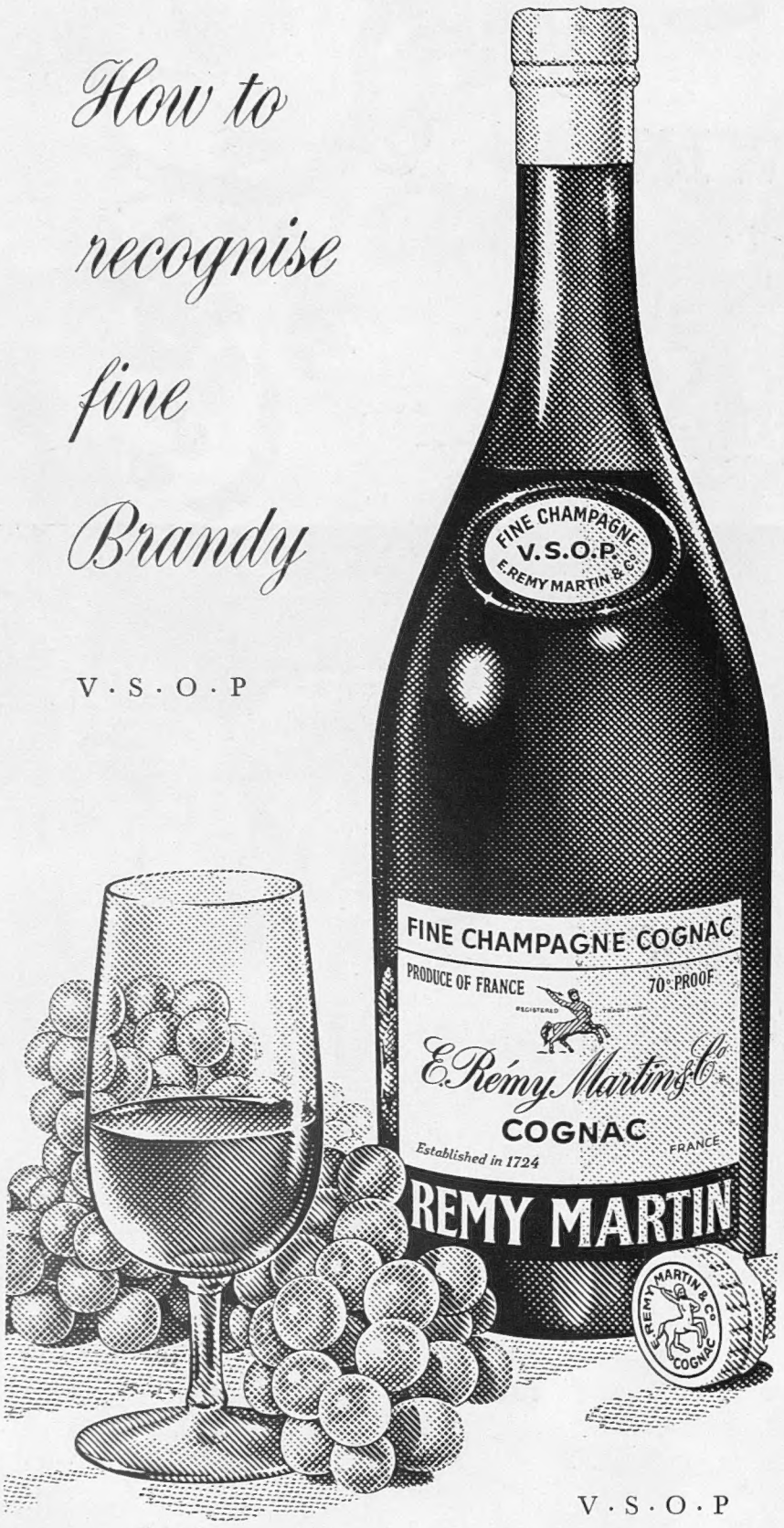

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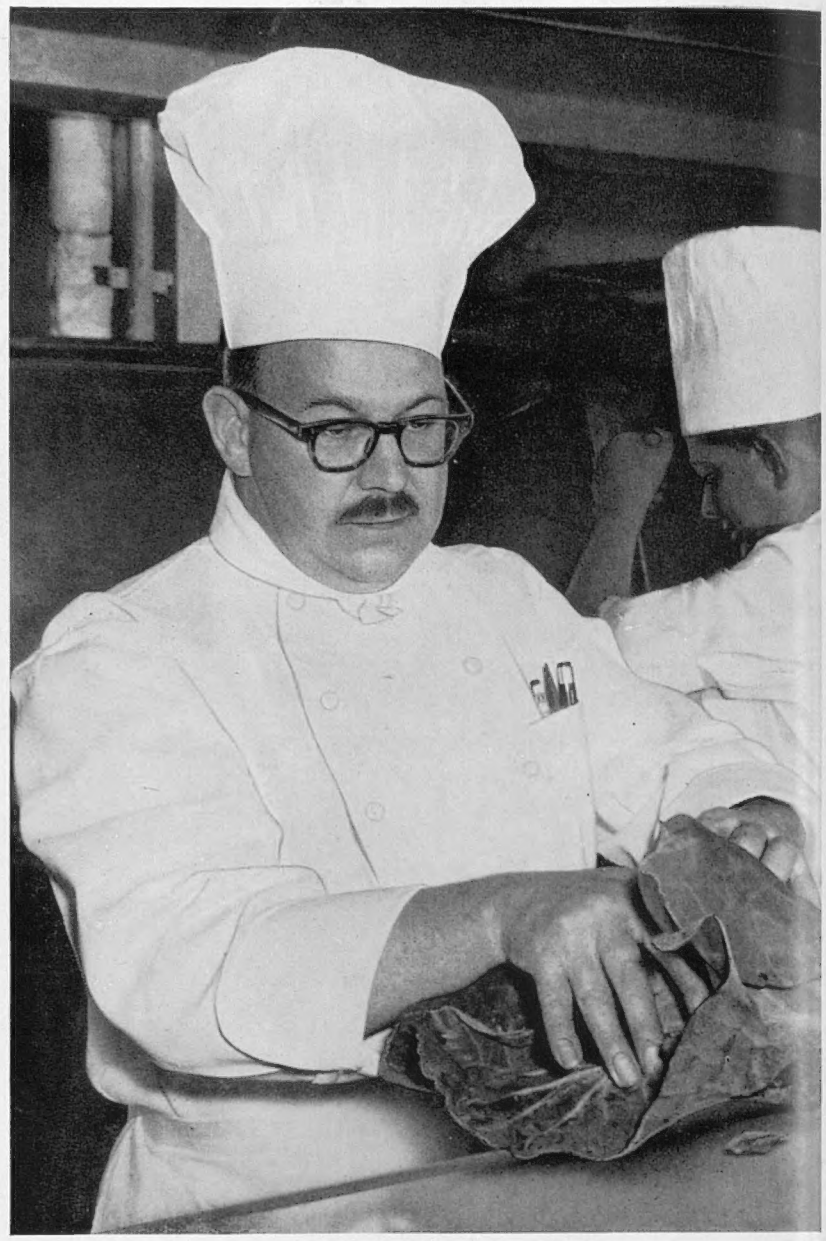
DEFINITION OF A "GOOD COOK"



J. COX, *Chef aboard the* P & O *ship*, ARCADIA

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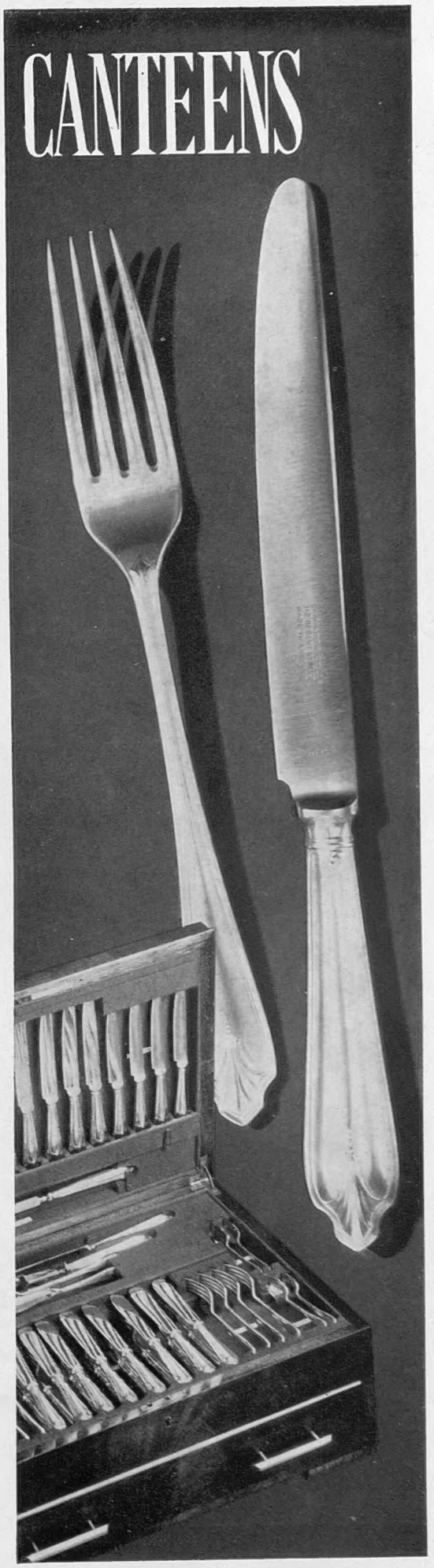

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Volume CCXXVII No. 2955

The SPHERE, London, November 17, 1956

The SPHERE

with which is incorporated THE GRAPHIC

THE BLOCKING OF THE SUEZ CANAL—EGYPTIAN COUNTER-ACTION TO THE ANGLO-FRENCH INTERVENTION: In the foreground of this aerial picture are some of the ships sunk by Colonel Nasser's orders off the waterfront of Port Said. In preliminary surveys made by Royal Naval experts, twenty wrecks were located at the entrance to the Canal. The Egyptians most effectively obstructed the passage of shipping and it is anticipated that the Canal will be closed for some months.

The one effective operation Egypt could undertake in the face of the Anglo-French armed intervention was the blocking of the Suez Canal. Since the destruction of his air force and armaments, Colonel Nasser has made many wild claims. But, unfortunately, the obstructing of the waterway was an indisputable fact. British naval salvage men have found twenty sunken ships at the northern entrance to the Canal. There are also thought to be obstructions elsewhere. Experts estimate that it will take months to reopen the Canal. It is not yet clear who will be responsible for its clearing. It is understood the Admiralty are undertaking the preliminary task of freeing the channel but that the United Nations will arrange for the main clearance. The consequences of a long closure of the Canal to Britain, especially for oil supplies, needs no stressing, and the condition of the waterway will raise international complications for many months to come. However, as the general crisis develops it seems probable that Hungary and the Middle East International Force will be of greater importance in the immediate future. (Further Middle East pictures on pages 270 to 276 and 291 to 294.)

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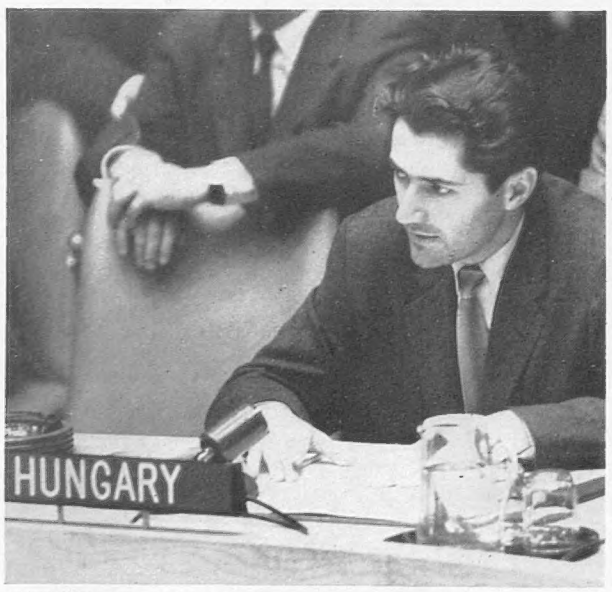
TENSE DAYS AT THE UNITED NATIONS

CANADA'S CALL FOR A UNITED NATIONS POLICE FORCE: Mr. Lester Pearson, the Canadian Secretary of State for External Affairs, speaks before an extraordinary session of the General Assembly of the United Nations in New York on November 3, when his country's resolution urging the setting up of a U.N. force for the Middle East was adopted.

THE U.S. AND EGYPTIAN DELEGATES CONFER: Mr. Henry Cabot Lodge (on left) and the Egyptian U.N. representative, Omar Loufti, have a brief conference on the Soviet proposal for American and Russian intervention in the Middle East crisis, before a special session of the Security Council.



SPEAKING FOR HUNGARY: Dr. Janos Szabo, the representative of Hungary, whose credentials have been questioned in the U.N., addresses the Security Council by invitation on November 4, when an American resolution demanding the withdrawal of Soviet troops from Hungary was vetoed by Russia.

RATES OF SUBSCRIPTION TO "THE SPHERE"

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A London Newsletter

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For Record.—In crises as swiftly-moving and as constantly changing as those we have endured in the last fortnight and more, the record lags longer behind ; new events cancel out the latest appreciations and none can be sure because nothing is certain and very little is settled. Who can say that when this is printed and published, fighting will be over along the Canal ? Who can be confident that Russian tanks and planes will not be supporting another Egyptian come-back or that Israeli forces will be prepared to return to the *status quo ante* ? And another handicap. One might well devote an entire "Newsletter" to the supreme tragedy of Hungary. In truth, there is very little we can say about it. The iron curtain and the opaque curtain of lies, distortions and war propaganda conceal from our eyes the details, revealing only the *fait accompli* in its hideous framework. I am all too conscious of these journalistic handicaps which have been greater than in the most critical years of World War II. This week I can do no more than try, as calmly as the times permit, to put the events which have occurred, and at the moment are not cancelled out, in clearer perspective. The events in Hungary and along the Canal seem to show our civilisation sunk to the level of a badly-run private school in fiction. Discipline does not exist in it. The authorities have found no means of controlling the big bullies, and, with a perverted form of justice or common sense, seem to be slow to approve the policy of making a start by restoring discipline at least among the junior forms. Britain and France have gained small credit for trying to do what the masters could not do. That is their supporters' case to-day and, as time passes, it may gain in persuasiveness. It all depends on to-morrow's events.

Hard Words and Second Thoughts.—The cease-fire has sounded, thanks be to God. It is quite uncertain if or when the fire will be put out. Human beings invariably wake up to calmer, if more sombre, reflections after an orgy. For two weeks the whole world has indulged in an orgy of hard words and unbridled expressions of hate and bitterness that can be paralleled only in the years of the Second World War. It is difficult on this "morning after" to comfort oneself with the old saw : "Hard words break no bones." They can and do break more than bones : friendships, alliances, devoted faiths and the reputations of statesmen. The "morning after" such an orgy as this may well last for years, years of confusion, recrimination and broken pieces. Above all, hard and hasty words break the reputations for consistency of all who use them. If statesmen are not mere weathercocks, easily turned by the latest shift of wind (and God knows there are enough), their condemnations of what was wrong, their convictions of what is right, are "full of sound and fury, signifying nothing." We had the spectacle in the United Nations of the Russian delegate condemning the aggression of an "imperialistic Power" and the bombing of an innocent people, even as Russia was moving in to crush Hungary under its iron heel. In the non-stop sessions of the U.N. and its Council, we have sadly watched that last hope of civilisation setting the fool's cap on its reputation as an effective instrument, learning too late that words are futile unless enforced by actions. At home, in Parliament and on the air, we have heard our statesmen defending policies which cancel out their life's ideals, or contradicting the firm opinions they confidently announced but yesterday. We have seen yesterday's friends and enemies reversing roles. The world has grown sick of words as it has grown sicker with words. Silence is golden and I could wish that, in these last terrible days, my calling had enabled me to observe that maxim. For my part, as a recorder of events and of opposing reactions to those events, I have no firm reputation for consistency to cherish. I have been swayed by the changing winds like any weathercock and have been influenced by arguments pro and con. Whatever may be the result, however, I put on record that I still adhere to the view I expressed in the first shock of the Anglo-French ultimatum. I think there *was* time to consult with America, even if consultation was a mere formality, and that there was just time for the United Nations to approve or disapprove the Anglo-French plan before the Canal was in danger from one or both of the combatants. And if those things had been done, our status in the world to-day would have been higher than it is.

The Word: *Oil*.—Of those two important broadcasts on the Suez crisis, I regretfully confess that, until his last sentences, Mr. Gaitskell seemed to me to be the more forcefully persuasive, because on stronger ground. In the middle of the Premier's TV broadcast—which was both moving and at times quietly persuasive—the word *oil* suddenly occurred and it seemed for an instant to bring a bathos. Sir Anthony was opening a new important argument : that this country's very life-blood is oil and that the Socialists had totally forgotten that fact and its consequences to employment and a decent standard of living if our life-blood ceased to flow. In that sense, he poured oil on the troubled waters. And at once it occurred to me to wonder how different Britain's attitude to the course of events in the Middle East (ever since the question of our abandoning the Canal installations arose) might have been, if our industries and our standard of life still depended on coal. It is not to be denied that in the innumerable crises of our times, statesmen have been wont to clothe in the robes of ceremony and phrases of high morality what have been basically policies enjoined by economic necessities for their countries, and to speak of the rule of law, international morality, freedom, and so forth, when the nicely-calculated less or more of economics in truth has directed the line they have taken. Sometimes disguised, sometimes admitted frankly, the Suez Canal has come to be accepted as Britain's oil pipe-line, as essential to us as is the main artery in the human body. If to-day we lived by digging the coal on which we once built our outstanding prosperity, would we have expended so much time, worry and treasure on safeguarding that narrow channel and implicating ourselves, so little to our advantage, in the quarrels of the rival small nations which inhabit that area ? And if the answer is no, is any other nation, big or small, in the last passionate decades, absolved from the same charge of hypocrisy ? And that poses the further question of whether the leaders of any country can be in times like these expected to prefer pure altruism to economic welfare.

SYMPATHY FOR MURDERED HUNGARY

LONDON STUDENTS DEMONSTRATE THEIR SUPPORT FOR THE FREEDOM FIGHTERS: Hundreds of students from London colleges demonstrate their silent protest against the Soviet reoccupation and oppression of Hungary in a march through the streets of the capital. They had hoped to present a letter of protest at the Soviet Embassy, but the Embassy was closed when the organisers of the demonstration arrived there. This procession came at a time when many countries of the world were showing active sympathy with the patriots fighting for their lives. Other pictures of demonstrations in foreign capitals appear on pp. 277 to 279.

Calm Reflections.—I suspect that there are few men to-day—be they statesmen, publicists or men and women in private life—who are not seeking, as I am, to clarify their views so hastily and passionately expressed, and to adjust, and if possible justify, them in the light of later events. I suspect also that 95 per cent. of those who confidently condemned or approved the actions of Britain and France did so with very partial knowledge and comprehension of all the vital and basic facts and considerations. I am one of them. Day after day I have studied the speeches and letters poured out pro and con, and I have culled and filed from them what seem to me to be of first importance.

The United Nations organisation remains the last hope of civilisation if we are not to drift back once more to the bestiality and barbarism of arbitrament by force. In this supreme test of its efficacy, it has confirmed its inability for a vital decade to deter aggressors or quickly to scotch dangerous outbreaks. With no international force to impose its verdicts, it has proved a positive danger for civilisation to use it as an umbrella. The Security Council's veto provision has time and again prevented even its voice being heard. But there are fearful difficulties in securing the means of enforcing its verdicts. The difficulty of collecting swiftly an international force to put out the fire in a threatened area might be overcome where the aggressors are small nations. But the aggression of Russia against Hungary is no less a business of the U.N. than is that of Egypt and Israel. And the force required to check the most powerful aggression would be armies of world-war size, and U.N. action could be nothing short of world war. I accept the view that, as things are with the U.N. to-day, there are times when "nobody can be expected to wait for the slow process of law when a burglar is threatening his very life." He must act first and justify his action afterwards, but only if he has done all he could in the time at his disposal to alert the police. Relating that premise to the Anglo-French action in the Canal zone, I could have justified it but for two things: I believe there was just time to "alert the police" and I believe that military action should have been taken impartially against both aggressors from the start. Since military action began, the Premier has given a guarantee that Israel, too, shall return to the *status quo ante*. This will prove a task of infinite difficulty and of long negotiation for the U.N., and Sir Anthony must carry a heavy responsibility for its settlement.

Good Out of Evil?—From the most terrible evil, good may come. The patent failure of the U.N., as at present constituted, may, I hope must, lead to its strengthening from an instrument proved so often a broken reed dangerous to lean on into an instrument capable of enforcing the rule of law and world majority opinion, though how that is to be done when the aggressor commands vast resources of power is beyond my imagination. Perhaps, too, a minor good may come from these tragic weeks of crisis and bring calmer reflections to the nations of the Middle East, together with cooler heads and less hasty judgments. Nasser as a dictator is exposed as a man of straw relying on bombast. The Egyptians are no master race, and it may be that some of their Arab neighbour States, with their proud traditions and admiration for courage, may grow ashamed that Nasser's bombast induced them to accept him and Egypt as leaders of an Arab empire. But at the end of it all, the greatest good we can hope to come (and must feel less certain that it will come quickly) out of this tragedy is the healing of the breaches between Britain and America, Britain and the Commonwealth, Britain and the U.N., and, above all, between the opposing and bitter camps in our own land. Perhaps the chosen President of the U.S. may now direct his powerful influence to securing some of these vital objects. To play our part in the still more terrible problem which already confronts us in Hungary, and which may well grow wider and more terrible, a united Britain is essential, because a Britain, shedding her great and traditional influence on the U.N. and over all democratic nations, is still of first importance, if the world is to be spared a third world war.

All Over Bar. . . ?—The cease-fire—or the main part of it—continues to be observed. He would be an optimist who cried "All over bar the shouting." Many would see in recent events a fearful confirmation that war settles nothing. One of the prime objectives of Franco-British intervention was to safeguard and keep open the Canal for international use. The cease-fire finds the Allied forces in control of about one-third of the Canal's length. The rest remains open to Egyptian sabotage and obstruction. Another was to keep the combatants apart and out of each other's territories. It will take more than U.N. directives, unbacked by force, to send Israeli back without a solid guarantee to the intolerable *status quo ante*, despite her undertaking to withdraw from Egyptian territory. A third objective, suggested but not accepted as such *post facto*, was to compel the U.N. at long last to convert itself into an efficient instrument of peace by the provision of means to enforce its verdicts. Efforts are being made to do so in U.N., but, it seems, along the lines of an *ad hoc*, emergency "once-for-all" expedient; and the organisation of that force under single command cannot be achieved in a matter of days. Many terrible new developments may come in the next vital weeks and common sense suggests that the Anglo-French forces should be gradually withdrawn as U.N. detachments arrive to replace them. Meanwhile, the Allied forces near Port Said stay put in the face of U.N. orders; Israel remains in control of vast territories won; Egypt is by no means in full observance of the cease-fire. And not the sketchiest bright idea has yet been advanced as to how the unhappy "last hope of civilisation" can be furnished with teeth to deal with really powerful aggression, as in the case of Hungary. THE OLD STAGER

RUSSIA'S 79th VETO IN THE SECURITY COUNCIL

THE SOVIET REPRESENTATIVE VETOES AN AMERICAN RESOLUTION ON HUNGARY: Mr. Arkady Sobolev, the Russian delegate, raises his hand to veto the American resolution demanding the withdrawal of the Red Army from Hungary, which was put before the Security Council in the early morning hours of November 4. The United Kingdom representative, Sir Pierson Dixon (in the centre), watches with grim face as hope of assistance from the United Nations for the Hungarian patriots begins to slip away. Before the closure of this session of the Security Council the delegates voted, with the Soviet Union again in opposition, to bring the resolution before a special meeting of the General Assembly, where the right of veto cannot be exercised. In due course the Assembly passed a resolution strongly condemning the Soviet Union's invasion of Hungary and authorised the Secretary-General, Mr. Dag Hammarskjold, to send United Nations observers into the country immediately.

On left—

A FRANCO-BRITISH DISCUSSION: The United Kingdom delegate, Sir Pierson Dixon (on the left), confers with the French representative, M. Louis de Guiringaud, during the address by the Israeli representative to the General Assembly on November 3. At this meeting the Assembly voted by fifty-seven votes to none to approve the Canadian proposal calling on the Secretary-General to submit a plan for an emergency international police force for the Middle East.

THE END OF THE SOVIET RESOLUTION: Sir Pierson Dixon and Mr. Cabot Lodge vote in the Security Council against the proposal of the Soviet Union for a Russian-American force for the Middle East. On the left is Mr. Arkady Sobolev, who was supported by only two countries, Persia and Yugoslavia, when he moved the resolution in the council.

OVER THE CANAL ZONE

Various Stages in the Allied Occupation of Port Said

On right—

ALLIED SHIPPING IN PORT SAID: Vessels of various types, including an aircraft-carrier, other naval craft, troop and hospital ships lie in the harbour after the fall of Port Said. By the beginning of this week there were reports that the town, which was the centre of the Allied landings, was beginning to return to life. Civilian Egyptians moved freely about the streets, which were guarded by British and French troops, some of them dug-in. Shops were closed, although a number of cafés were re-opened. In the municipal offices the Egyptian Governor and the heads of public service departments were working with the British Civil Affairs officers. Water rationing was continuing because of the fall in the level of the Sweet Water Canal, which provides the water supply. Whether it had been deliberately damaged was not yet known. The sewerage system was functioning and great attention was being given to the civilian wounded in the hospitals. It was proposed to evacuate these civilians, many of whom had been casualties in street fighting, and a train was permitted through the British lines for this purpose. But the British authorities were taking measures to ensure that no one was moved against his will, as it was found that several of the patients wished to remain with their relatives in Port Said. While co-operating with the British on technical matters, the Egyptian authorities still seemed to have one ear open for political instructions from Cairo. Although large-scale fighting had certainly ceased there were a number of incidents. A British helicopter was fired on from the Egyptian lines and on another occasion Egyptian troops moved forwards under cover of darkness some 200 yards towards the British positions. In the words of a senior British authority, the military situation was "an uneasy cease-fire."

Below—

INSPECTING A BLOCKSHIP IN THE CANAL: The superstructure is visible of the ship in the centre which was sunk by the Egyptians in the channel off Port Said. Another obstruction is in the left foreground. Royal naval salvage teams are in the craft by both of them, and when this picture was taken frogmen were examining the central ship below the surface. Some of the wrecks put down by the Egyptians were sunk by explosives, others were scuttled by opening their water cocks. At least seven in the harbour were completely submerged. Naval salvage vessels were soon expected to start raising operations.

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MOPPING-UP NEAR GAZA

The Israelis Overrun the Strip, Occupy Gaza and Count their Gains

With her conquest of the Gaza strip and the fall of Gaza itself, Israel accomplished her aim of eliminating the well-organised bases from which Egyptian commandos—the Fedayeen—had been raiding into Israeli territory. These attackers destroyed irrigation systems and crops, and murdered Israeli civilians. The Gaza strip had formed a salient penetrating into Israel and offering an ideal training-ground and refuge for the armed raiders of Egypt. At the same time, the Israelis succeeded in eliminating a large proportion of the Egyptian Army, which was concentrated in the area of the Gaza strip or was trying to relieve it. In their lightning campaign of four days the Israelis cut off powerful Egyptian forces massed there. Some of the heaviest fighting of the hundred-hour battle occurred as Egyptian troops, plentifully equipped with up-to-date tanks and artillery, fought back to prevent their isolation, but soon after the surrender of Gaza the strip was finally overrun by the Israelis. After an appeal by President Eisenhower, Mr. Ben-Gurion, Prime Minister of Israel, said that his nation would withdraw her troops from Egyptian territory once a U.N. police force entered the Suez Canal Zone.

GAZA IN THE HANDS OF THE ISRAELIS: Armoured cars and tanks mass in the streets of the town after its surrender. The Israeli attack on Egypt was directed principally at eliminating the Gaza strip and its Fedayeen bases.

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SUSPECTS ARE ROUNDED UP: Guarded by an Israeli soldier, a group of Arabs suspected of being Fedayeen are marched off for questioning. The Fedayeen are Egyptian commandos, based on the Gaza strip, who raided regularly into Israel.

THE CHIEF RABBI WITH HIS ARMY: Colonel Shlomo Goren (centre), Chief Rabbi of the Israel Defence Force, examines what is probably a captured Egyptian sub-machine-gun. On his arm is a Torah, a scroll containing the Laws of Moses.

EGYPTIAN PRISONERS MARCH OFF INTO CAPTIVITY: Large numbers of prisoners were taken by the Israelis in the Gaza strip during the battle of Rafah. Egyptian troops fought fiercely at this point to prevent the Israelis from cutting them off from Egypt and overrunning the strip.

USELESS BOOTY: Israeli soldiers examine a captured Egyptian anti-aircraft gun which was knocked out in the battle for Gaza. Its barrel has been blown open. Fishing-boats on the Mediterranean shore make a peaceful background.

THE BATTLEGROUND OF THE MIDDLE EAST: The sketch map shows the geographical and geological features from Egypt through the Sinai Peninsula to Israel and Jordan. Arrows point to the important centres of recent fighting: at Gaza (between Israel and Egypt); and to the northern half of the Suez Canal where the Anglo-French forces have been engaged. In the right-hand bottom corner the island of Tiran is indicated. By capturing this island from the Egyptians, the Israelis have opened the Gulf of Aqaba for shipping to and from their new port at Elath, at the head of the gulf. The southern part of the Sinai Peninsula contains Mount Sinai and other Old Testament sacred places. It is extremely difficult terrain and no fighting took place in it.

MIDDLE EAST WAR THEATRES

Impressions of Suez, the Sinai Peninsula and the Gaza Strip

THE LONG-DISPUTED FRONTIER AREA IN WHICH ISRAELI ARMS WERE VICTORIOUS: *On right*—Gaza is in a position of great strategic importance to both Egypt and Israel. This map gives an impression of its surroundings. The fortified city stands about 1½ miles from the sea. On the coast is Gaza port. To the south is the border between Egypt and Israel and through Gaza itself runs the road and railway from Israel to the Suez Canal. *Below*—The smaller-scale sketch shows Gaza, which first became a battleground in Old Testament times, and often since the scene of war, standing in its strip with the Egyptian-Israeli frontier running south through the Negev.

The war in the Middle East brought again into prominence names hallowed in scripture or renowned from antiquity. The southern part of the Sinai Peninsula, in which the prophet Moses received the Tables of the Law on the Mount, was spared any serious fighting. It is rough and hilly country in which troops would find it very hard to move with any speed. It was in the central desert and to the north that the Israelis concentrated their attacks. One force drove from Kuntilla to Nakhl and advanced on towards the Suez Canal. The second force turned north from the region of Quseima and cut off and invested Gaza in the Gaza strip.

This is the unhappy city, in which Samson died "eyeless," of which Jeremiah foretold one of its many destructions and round which fighting has regularly raged from one cause or another since times immemorial. To-day it has added another sombre date to its record. However, the Israeli campaign was probably one of the shortest ever launched against the town. (Allenby in 1917 required the best part of a year to take it from the Turks.) At the beginning of this month the Israelis forced the Egyptians to surrender the garrison in less than four days.

Meanwhile to the west, the Anglo-French forces had gone into action after the Egyptians had rejected the ultimatum from London and Paris. Here again, in the Suez area, the troops were operating in a land with a long history. The shape of modern Egypt has altered little from its ancient design. The chief communities, now as then, are situated along the fertile strip which runs by the banks of the River Nile. Suez, it is true, has become of importance only comparatively recently, since the construction in the last century of the Canal which the Anglo-French forces were sent to protect. At the end of last week it was not clear how far the Allies had moved southwards down the Canal. From their landings round Port Said it seemed possible that their lines stretched as far as Ismailia. And there was every possibility that there were strong naval units in the Gulf of Suez.

Paris Rages Against the Reds

WORLD FURY OVER HUNGARY

Demonstrators Sack and Fire the French Communist H.Q.

The news of the brutal suppression of Hungary by the Red Army caused enraged demonstrations in the West. One of the most violent outbursts of popular fury was in Paris. For days students marched through the streets carrying French and Hungarian flags, and attempted in vain to break through the police cordons guarding the approaches to the Soviet Embassy. Then, frustrated demonstrators turned their attention to the headquarters of the French Communist Party. The building was besieged by an infuriated crowd and a pitched battle took place, the Communists hurling down bottles from the roof and upper windows and the attackers replying with any missile to hand. Eventually entry was gained and the offices were sacked, papers and furniture being thrown down from the windows. Finally there was a call for petrol and soon flames were roaring from the building.

AN ANTI-RUSSIAN DEMONSTRATION BY STUDENTS : A young man carrying the tricolours of France and Hungary is chaired to lead a procession through Paris. The demonstrators, chanting anti-Russian slogans, set out for the Soviet Embassy but dispersed before the police.

A CLASH WITH THE POLICE : In another demonstration in Paris students waving the French and Hungarian flags are surrounded by police. On this occasion there was a clash between demonstrators and police, who were blocking approaches to the Soviet Embassy.

THE SACK OF THE COMMUNIST HEADQUARTERS : Infuriated demonstrators have broken into the building of the Central Committee of the French Communist Party. Through the left window a room can be seen being broken up and from the right papers are thrown out.

AN ATTACK ON THE COMMUNIST NEWSPAPER : Paris students, furious at the Soviet atrocities in Hungary, attempt to open the shutter over the entrance to the offices of the Communist paper *Humanité*.

FLAMES FOLLOW A PITCHED BATTLE : Firemen make their way over the debris outside the blazing Communist building which had been set on fire after the battle between the demonstrators and Communists.

A "MOURNING MARCH" IN NEW YORK: Hungarian-Americans demonstrate along Fifth Avenue, in New York, in what they described as a "march of mourning" for the Hungarians killed in the outrages committed by the Soviet Army. They are passing the corner of 57th Street on Fifth Avenue.

Protests in Many Tongues

WORLD FURY OVER HUNGARY

Angry Scenes and Clashes in Several Western Cities

Not only in Paris, but from Italy to America, students and many other people whose feelings of humanity were outraged, organised protests against the Soviet bloodbath in Hungary. One of the most important incidents was in West Berlin. There thousands of citizens gathered for a torchlight procession and paraded before the West Berlin City Hall. Over a thousand of the demonstrators then proceeded to try to pass through the Iron Curtain at the Brandenburg Gate and head for the Soviet Embassy in East Berlin. Police were called into action and there were many ugly scenes. Elsewhere, too, in Europe the police of many nations were faced with a difficult task. Almost always the demonstrators marched towards the local residence of the Soviet diplomatic representative. In Berne a seething mass shouted and carried banners demanding the diplomatic rupture of their country with the Kremlin. In Brussels fire-hoses were turned on students outside the Soviet Embassy. In Italy and Denmark there were angry processions.

On right—

UPROAR IN BERNE: Police clash with demonstrators in front of the Soviet Embassy in Berne. Most of the slogans carried are variations on the theme of "Down with the blood-stained Soviet barbarians." After the news of the Soviet attack on Budapest Swiss radio broadcast a reminder of the basic principles of the Geneva Convention.

SWISS STUDENTS PROTEST: The crowded car heads a protest march to the Soviet Embassy in Berne. The banners demand the severance of diplomatic relations with Russia.

IN WEST BERLIN: A torchlight procession assembles before the City Hall of West Berlin. West German and West Berlin flags fly between black streamers indicating mourning for Hungary. *On right*—Police go into action against demonstrators who set out for the Soviet Embassy in East Berlin.

DISORDER IN BRUSSELS: Waving a Hungarian flag, a Belgian student is swept by a hose which was turned on to disperse demonstrators outside the Soviet Embassy. *On right*—Police swing rifles against the angry crowd in the Belgian capital. About 6,000 students were concerned in the protest. Some thirty demonstrators and police were injured in clashes.

IN ITALY AND DENMARK: *Above*—"Russian Assassins" is painted on a placard in a square in Genoa, where there were angry incidents against local Communists. *On right*—In Copenhagen a young man falls beneath a mounted policeman's horse while other demonstrators wave banners in the rain during a clash with the police outside the Soviet Embassy, where some windows were broken.

A MASSED NATIONAL PROTEST FROM THE NETHERLANDS: An enormous crowd of citizens of Amsterdam is packed in the square before the Dutch memorial for the last war to listen to speeches of protest against the Soviet treatment of Hungary. The chief political parties of the Netherlands organised this night demonstration. In the background is the Royal Palace. Shortly after this the Netherlands announced their withdrawal from the Olympic Games in Australia owing to the international situation.

HUNGARY'S MARTYRDOM

Pathetic Columns of Refugees Cross the Austrian Border as Soviet Tanks Crush the Insurgent Patriots

ON THE AUSTRO-HUNGARIAN BORDER: This picture, one of the last taken in Hungary before the Red Army sealed the frontier, shows a group of insurgents eating bread and drinking coffee at the frontier post at Hegyeshalon, near the Austrian border. A few hours after this picture was taken, the post was surrounded by Russian tanks, which were later engaged by the insurgents with rifles.

THE FIRST REFUGEES ENTER AUSTRIA: Pulling a handcart laden with their possessions, a group of refugees cross the Austrian frontier at Klingenbach. As the Soviet slaughter intensified, the trickle of refugees became a flood threatening to engulf the Austrian reception centres.

Since the second Soviet onslaught on Budapest and the ensuing massacre throughout the country, a steady stream of refugees has been crossing the Austrian frontier and seeking political asylum. Despite the sealing of the frontier by Red Army troops, parties of Hungarians, including women and children, are still finding their way across the border. Immediately the problem became urgent for the Austrian Government, the United Nations High Commissioner for Refugees in Geneva was informed and a grant was issued from the international fund for the immediate difficulties. So deeply has world opinion been shocked by the brutality of the Soviet Union that many thousands of the refugees have already been accepted by countries outside the Iron Curtain and have been offered permanent homes. Great Britain and America are among these countries.

On right—

"FASCISTS AND COUNTER-REVOLUTIONARIES": Hungarian women and children sit in the reception centre at Traiskirchen waiting to be sent to more permanent refuge. Many thousands of them have been offered hospitality in countries of the free world. The United Kingdom has agreed to accept 2,500 of the refugees and give them permanent homes in this country.

RED ARMY ARMOURED COLUMNS IN MAGYAROVAR: Soviet armoured vehicles pull up in front of the Town Hall in Magyarovar, near the Austrian border, as this regional headquarters of the insurgents is occupied by the Russians. A flag of mourning hangs from the balcony.

SAFELY IN AUSTRIA: Hungarian children play in this temporary reception centre for the refugees at Traiskirchen, in Austria. Many of the children were passed across the border with notes tied around their necks asking that they be looked after, for their parents were staying to fight.

MILITARY HELICOPTERS

Two Miniature Jet-Propelled Machines from France and America; a Big U.S. Navy Helicopter Carries Radar Apparatus

A FRENCH GAS-TURBINE HELICOPTER IN GERMANY: The Alouette II hovers with a heavy load during demonstrations held in Bavaria before representatives of the German Army. This light machine has a carrying capacity of up to about 1,200 lb. When used for rescue work, it carries two enclosed stretchers, one fixed to each side of the fuselage.

Many claims have been made for the S.E.3130 Alouette II gas-turbine-engined helicopter, which is built by Sud-Est, a big French aircraft manufacturing firm. It is said to be safer and much cheaper to run than a helicopter propelled by a conventional piston engine, as the cheapest fuels can be used. There is room on board for four or five passengers, and two casualties may be accommodated alongside in enclosed stretchers attached to the fuselage. In this way the aircraft can be adapted for rescue operations. It can also lift loads of over 1,200 lb. The prototype first flew in March 1955, and demonstrations were recently staged before German Army representatives in Bavaria. In the mountainous regions of this part of Germany, the machine might be especially useful. The Alouette II, which is also in production for the French Navy, is powered by a Turbomeca Artouste II jet engine of 360 h.p. mounted in a prominent position immediately behind the rotor shaft. This motor drives the conventional main rotor and the tail rotor, and gives a top speed of 112 m.p.h. The weight empty is only 1,705 lb. Skids are used as undercarriage, and there is also a pair of wheels for ground manœuvring. To allow maximum visibility the cabin is transparent.

A HOVERING RADAR STATION: The experimental HR2S-1W helicopter of the United States Navy carries complex radar apparatus in the bulging radome beneath its nose. On the starboard side of the fuselage one of the two engine nacelles can be seen mounted outboard on a short stub wing. The HR2S-1W represents the latest stage in the U.S. Navy's search for a method of extending radar protection for its fleets. Its radar is said to be able to detect low-flying enemy aircraft at ranges twice as great as those of ship-board radar. Any vessel big enough to carry a landing platform could act as a floating base for the machine, which could hover over the fleet or patrol at greater distances.

THE AMERICAN ARMY'S TINY MACHINE: This aircraft, built by Hiller Helicopters of California, is the United States Army's first operational ram-jet helicopter. Designated the YH-32, it is seen undergoing its preliminary trials for the Army Aviation Test Board.

On left—

HILLER YH-32'S ARE LINED UP TO AWAIT DELIVERY: The manufacturer's own name for this insect-like machine is the "Hornet," but the different American Services have their own designations. It is in service with the U.S. Army, Navy and Marines, and is very useful for communications and observation work. The transparent cabin has room for a crew of two. The YH-32 is powered by two Hiller 8RJ2B ram-jets, one at the tip of each blade of the rotor. These propel the blades, and are extremely simple in design. Each motor weighs only 13 lb. and has no moving parts, but develops about 45 h.p. The YH-32's weight empty is only 544 lb., and its range is 28 miles at a cruising speed of 69 m.p.h. Skids are used as undercarriage.

ON THE ISLAND OF SEALS

A Visit to Eilean nan Ron, a Lonely Islet near Oronsay, off the West Coast of Scotland

EILEAN NAN RON, THE HOME OF THE SEALS: An Atlantic seal pup, its toothless mouth wide open, tries to support itself on its flippers as it crawls along a rocky ledge on Eilean nan Ron, among the western islands of Scotland. It is on this lonely islet in the ocean that the great Atlantic seal, rarest of all seals, comes ashore each year to breed and rear its pups.

WEARING A NEW COAT: This young seal has shed its puppy coat and displays the fine blue pelt which lies underneath. It has not as yet taken to the water, but soon it will seek out a shallow rock pool where it will learn to paddle, floating easily all the while on its sac of blubber. Later, it will enter the sea with the adults at the end of the breeding season.

AN AGGRESSIVE PUP: A little bundle of fat without teeth, this young seal takes up a defensive position. The pups are very aggressive during the first days of their lives.

On one of the loneliest islands in the Atlantic, Eilean nan Ron, off the west coast of Scotland, some of the rarest species of seals in the world have come ashore for breeding. Every year in the late summer and autumn large numbers of great Atlantic seals climb on to the rock ledges of this grassy islet to the west of Oronsay, whose Gaelic name means the Island of Seals. The colony remains there until late November or December when parents and young return once more to the Atlantic.

Unlike the common seal whose pups can swim at birth and are not exposed to danger from man, the young of the Atlantic seal are helpless land animals for the first fortnight of their lives. Until the last century great slaughter was made among the young and adults when they came ashore. At its peak the hunting of this animal for its skin and oil was so indiscriminate that for a time the species almost became extinct. It was probably only the introduction of rubber boots instead of sealskin, and paraffin

A NEWLY-BORN PUP : A young seal lies on a rocky shelf clear of the high-water mark on Eilean nan Ron. At birth the pups of the great Atlantic seal weigh about 30 lb. and are helpless land animals for the first fortnight of their lives. Until the last century there was great slaughter among both young and adults when the seals came ashore for the breeding season. The animal was highly prized for its skin and oil.

On left—

A REFUGE FROM THE ATLANTIC: Lying contentedly on a ledge this young seal passes his first weeks of life secure from the storms of the encircling ocean. During this period the pups generate an intense body heat which protects them against the elements. After fourteen days of weaning the puppy-coat is shed, and the female has no more interest in her calf.

instead of seal oil which saved the great Atlantic seal from complete annihilation. To-day the seals are left to breed unmolested and the danger of extinction has gone.

On Eilean nan Ron the fat seals haul themselves out of the sea from August to October. Their young, which are known as " pups," are born on the sandy bays and rocky spurs above the high-water mark. Covered in thick cream-coloured hair, they are at first extremely ungainly on land and almost helpless, with their long hind-limbs sticking out uselessly behind. On the average their weight at birth is about 30 lb. and although defenceless and toothless they will put up a fiercer display of anger during the first few days of life than at any other time afterwards.

Once past the shock of birth the pups put on weight at the rate of about 4 lb. a day. Their staple diet of milk from the females is ten times richer in fat than cow's milk. During this period the mother will be nearby in a rocky pool or lying in the sand. Both bull and cow are fat and in the prime of condition at the start of the breeding season. But by the end of it in November or December they are mere shadows of their former selves. By that time they will have lost several hundreds of pounds in weight from living on their own blubber at a time of high expenditure of energy.

Once the weaning is over and the puppy-coat has been shed the mother has no further interest in her offspring. The calf takes to the rock pools and learns to swim and dive and find its own food. It is so buoyant with fat that when it comes to the surface it literally shoots out of the water as it frolics about the pools with the other pups. Learning to swim is thus easy for the young seals, but learning to dive takes more time. Most of their food is found in the pools where they learn to unearth the scraps they will later have to seek in the ocean.

Once the pups of the great Atlantic seal have sloughed off the hairy coat that covers them at birth they take on the sleek grey pelt which makes them difficult to distinguish from the ordinary seal. One noticeable characteristic, however, marks the difference between the two species. The nostrils of the Atlantic seal do not join together as do those of the common seal, but are separated by half an inch or so of gristle. But for this difference the species resembles the more common one, except that in addition the fully-grown animals are considerably larger and the spots and blotches on the coat are darker and more defined.

The species is restricted in range to the Atlantic, visiting in the main only areas of the Hebrides, Argyllshire and the Irish coasts. In common with all other types of seal, the Atlantic seal feeds upon fishes, crustacea and moluscs and, occasionally, birds.

Tom Weir

CHANGES IN BRITAIN'S FARMLAND

Some Impressions on the Present Use of Heavy Horses and the Prevalence of Sheep in many Districts from which they have been Absent for Years

By BRIAN VESEY-FITZGERALD

RECENTLY, on a motor-drive from Hampshire through a considerable part of the Midlands and East Anglia—a drive which lasted for four days and was conducted for the most part along by-roads and at a leisurely pace—I spent a good deal of the time looking at the farmland through which I passed, and particularly at the farm animals, since I am especially interested in animals. This was, of course, only a very superficial examination. I did not make a detailed tour of any farm, although I was a guest for the night at two farm-houses, one in Norfolk and the other in Leicestershire. In fact, with but few exceptions, I saw only what could be seen without difficulty from a moving car; and the roads of England, including the by-roads, are nowadays far too dangerous to permit of more than a fleeting glance sideways. Yet even so casual a survey was sufficient to impress upon me the fact that there have been some very real changes in British livestock farming practice in recent years and that there have been changes in one or two other respects as well.

During the course of this drive (which took me through parts of the counties of Hampshire, Berkshire, Buckinghamshire, Bedfordshire, Hertfordshire, Essex, Suffolk, Cambridgeshire, Norfolk, Northamptonshire, Leicestershire, Warwickshire and Oxfordshire) I did not see a single farm-horse, either at work or in the fields. Not a Shire, not a Suffolk, not a Clydesdale, not a Percheron, not even a mongrel cart-horse. This does not, of course, mean that there are none in all those counties. There are still pedigree heavy horses to be seen in decreasing numbers at the agricultural shows, and there is still a horse-ploughing championship, so presumably there are still some on the farms of East Anglia and the Midlands. But only a few years ago, certainly since the end of the war, one could not, I feel sure, have driven through so extensive a part of agricultural Britain without seeing some heavy horses at work in the fields.

Only a hundred years ago there was much argument concerning the respective merits of oxen and heavy horses as draught animals on the farm. The heavy horse drove out the ox, though some of the supporters of the ox, sustaining the scorn of their progressive neighbours, put up an astonishingly good fight: I can remember seeing a couple of ox-teams at work in Sussex fields when I was a boy at school, and I believe that I am correct in saying that an ox-team has been worked regularly in Sussex much more recently than that. Now the petrol engine and the Diesel engine have, to all intents and purposes, driven the heavy horse off the farm almost as completely as they have driven it from the streets of our towns.

It is commonly said that there will always be some work on the farm which can be better and more cheaply done by the heavy horse than by the power-driven machine. I know a good many men, some with small farms and some with large, who have no heavy horses at all. But I suppose that it is true, at least in some measure, of the small-field hilly farms of the north and west.

But even on such farms I believe that the heavy horse is fighting a losing battle. And I find support for this belief in the fact that a recent comprehensive book on farming by one of our leading experts makes no mention of the horse whatsoever: nor, for that matter, does a current agricultural year book. But, no doubt—at least I fervently hope so—there will be for many years to come, supposing that world conditions remain as they are at present, men who will keep a heavy horse or two—just as one of the great brewery firms keeps a team or two—out of loyalty to a great tradition and a noble animal.

Whether the virtual extinction of the heavy horse as a draught animal is a good thing or not is a matter for debate. Until very recently there would have been no debate at all. Perhaps this is still true. But recent events, not only in the Middle East but also on the other side of the Atlantic, have surely shown that our almost complete reliance on imported fuels is a potential source of great weakness. A major conflagration involving the Middle East would result in the immobilisation of the greater part of our farm machinery in a very short time.

To return to the present situation. What I find so surprising is that the heavy horse should still be exhibited in some numbers at the agricultural shows held up and down the country. The demand for heavy horses among British farmers cannot now be either very large or very urgent; the demand from the railways, the various transport companies and the breweries must have approached vanishing point; the demand from the military has, I imagine, ceased altogether. Can it be that there is still a strong overseas demand, a strong export trade, in British pedigree heavy horses? Perhaps there is: I sincerely hope so, for I sorely regret the passing of the heavy horse from the British rural scene. Perhaps there is; for we were once known as the Stud Farm of the World, and reputations die hard. But, if this is so, then the position with regard to the heavy horse—as with the thoroughbred—must be becoming more and more difficult to maintain. You cannot continue to breed perfect working animals if there is not the work for them to do.

But if on this drive I saw no heavy horses, I saw plenty of horses. It was too early in the year for all the hunters to have been brought in from grass, and I was truly amazed at the numbers of hunters and other light horses, as well as at the numbers of ponies, that I saw. I am well aware that the horse has become a craze with a large proportion of our female population. I am well aware that, in this age of mechanisation, riding is considered to be almost an essential part of the education of any young lady or would-be lady. Even so, I was amazed at the numbers of horses, which must be quite useless on the farms from the agricultural point of view, that were to be seen on farms. I wonder what happens when the craze dies, as crazes do?

From horses to hedges—and the two are closely connected. One could tell almost to the yard when one came into a good hunting country. I should think that with a slightly closer inspection than that possible from a car, one would be able to tell with reasonable accuracy pretty well the moment that one crossed into the country of a good and popular Master. Some very hard things—few of them justifiable—are said about foxhunting; some very hard things are said about foxhunting folk (and it has to be admitted that by no means all of them are undeserved); and Masters of Foxhounds are not altogether free from criticism. It is insufficiently realised how much of the beauty of the English scene in agricultural areas is nowadays due to the presence of a good hunt, well run by an efficient Master in friendly relationship with the local farmers. You can tell the moment you come into a good hunting country, because it seems to be only in such a country that you find the hedges properly cut and laid. Elsewhere all sorts of things happen.

On this drive, in one stretch of about six miles (I did not actually measure the distance), I counted no fewer than fourteen old bedsteads blocking gaps in hedgerows that did not seem to have had any attention for years. No doubt these farmers are excellent citizens with Class A farms, and are highly regarded by their local executive committee. No doubt the money saved on those old bedsteads goes towards the efficient running of the farms in the national interest, but . . . But I am more firmly in favour of foxhunting than ever before.

The other point that struck me particularly on this drive—and it has struck me on others of my travels up and down Britain recently, and I travel a great deal—was the prevalence of sheep. You see sheep now in all sorts of places where for years there was never a sheep at all. But this does not, I think, mean that there is anything of a return to sheep farming proper, to sheep farming in the old sense of the term. I could wish that it did, for I am devoted to sheep—it is the only farm animal that I know anything about, and unlike the majority of people I think that sheep are friendly and intelligent animals—and they have, after all, played a major part in our development as a nation.

But no; though sheep have returned to many districts from which they have been absent for years, this does not indicate a return to sheep farming. I do not think that it means that the midland and southern farmer has found that there is a steady profit in mutton or wool. I do think that it means that he has found that the bullock is an expensive animal to use on leys.

Sheep farming in its true sense has for many years been confined to the mountain and high moorland regions of Great Britain. It is because of this that there are so many breeds of mountain sheep, each suited to a particular area: the Scotch Blackface, the Welsh Mountain, the Lonk, the Swaledale, the Derbyshire Gritstone (the famous ram of song was surely of this breed), the Cheviot, the Rough Fell, the Herdwick, the Exmoor Horn, and so on. These are the sheep that have a more or less free range (for mountain and moorland farms are often of an enormous acreage), spending their nights on the high tops, moving down to the valley bottoms during the mornings (grazing as they go), resting at midday, and then gradually working their way uphill during the afternoons. This is their natural habit. In charge of them, largely to see that they do travel the whole range of the grazing (for they tend to become lazy), is a shepherd, aided by two dogs. At one time these mountain sheep had innumerable uses: their wool went to the tweed factories of the Scotch border towns, their milk was used for cheese-making, their carcasses were highly prized.

To-day the tweed mills of the border towns use a good deal of Australian and other imported wool, very little sheep's milk is used for cheese-making in this country, and the taste in mutton has changed considerably. But the mountain sheep, living on ground that would otherwise be more or less useless, is still a most profitable animal.

The sheep of the south country were, broadly speaking, the wool breeds, and of these the most famous are the six Down breeds: the Hampshire Down, the Southdown, the Oxford, the Suffolk, the Shropshire and the Dorset. These are sheep associated with lowland farming systems or with upland farming on light soils, chalk and limestone farming. They lead—or, perhaps, one should say, led—very different lives from those of the mountain sheep. They spend many months closely penned between hurdles, the fold being moved forward each day so as to supply them with fresh food.

At one time there were enormous numbers of these sheep. I have been to a Salisbury market when there were some 20,000 Hampshire Down ewes for sale: I should doubt if the figure ever reaches a thousand now. Sheep farming on the fold system has virtually disappeared. It required careful organisation and planning to ensure that there was a constant supply of green food available for the flock and that none of the crop should be wasted; and it entailed hard work for the shepherd. Shepherding is a vocation, and there are not many called nowadays. There are still flocks of Down sheep, of course, but their owners are not so much sheep farmers in the old sense as pedigree breeders, with their best customers overseas. In all the south country only the Romney Marsh, with its own particular breed (which, like most British breeds, has gone all over the world), has remained firm to its old traditions.

No, the sheep have come back—in, I should say, considerable numbers—to the Midlands and the South because leys have to be grazed. The sheep does this, and provides the essential manure, more cheaply than does the bullock and gives the farmer a great deal less trouble. Nor does the sheep used in this way require the attentions of a fully-trained shepherd. Indeed, you may pass field after field with its small flock of grazing sheep and never have sight of a shepherd or a sheepdog. That is a pity, for the shepherds were the salt of the farming community. But I, for one, am thankful for small mercies, and the sight and smell of sheep again.

THE ANNUAL STOW FAIR: Prospective buyers are seen examining horses in the ring on the hill at Stow-on-the-Wold during this year's annual Stow Fair in October. Between 200 and 300 horses of all types changed hands. Almost every kind of farming implement (both new and old) is sold at the fair, which attracts buyers and sellers from all parts of the country.

AN HISTORIC WILTSHIRE HOME

Roche Old Court, a Seventeenth-century Manor House, Receives a Ministry of Works Grant

THE WEST SIDE OF ROCHE OLD COURT: This seventeenth-century manor house at East Winterslow, Wiltshire, has been given a grant from the Ministry of Works towards the repair of the adjoining Gothic hall (on right).

A VIEW OF THE SITTING ROOM: The panelling on the walls is the work of late seventeenth- and early eighteenth-century craftsmen. Roche Old Court was for a time owned by the Mompesson family and later by Lord Nelson.

INSIDE THE GOTHIC HALL: The staircase and doorway lead into the main building of the manor house. The Ministry of Works has made a grant towards the repair of this part of Roche Old Court which is earlier than the main structure and dates from the middle of the sixteenth century.

On left—
AN ORIGINAL FIREPLACE: This brick hearth and grate is part of the original structure of Roche Old Court. The main parts of the manor house, as distinct from the adjoining Gothic hall, were built about 1650. The building is a fine example of architectural survival.

THE SIXTEENTH-CENTURY TITHE BARN: Near the house stands this tithe barn built about the beginning of the sixteenth century. Its structure of timber frames and weather-boarding is well preserved. *On left*—In this picture of the interior of the barn can be seen the stout wooden beams supporting the roof. It has three aisles roofed in one span, the trusses being of queen-post construction.

One of the reasons for the Ministry of Works grant towards the repair of the Gothic hall at Roche Old Court, Wiltshire, is that the hall and the manor house are among the rare examples of domestic architecture of that period which have survived to the present day without basic alteration. The manor house is built in red brick in English bond, with stone-mullioned windows. The east side consists of one floor only, the main roof being continued downwards over it in the manner of an eave. Somewhat narrower than the house and forming a prolongation to it to the south is a timber-framed structure of two bays with a queen-post roof and chimney-stacks at each end. This is known as the Gothic hall and is the immediate object of the Ministry's grant. The hall is dated back to the middle of the sixteenth century. The cusped windows with their delicate stone tracery in the west wall, however, are an addition made in the nineteenth century.

Inside Roche Court is preserved some fine panelling of the late seventeenth and early eighteenth centuries and visitors will also be able to see furnishings and paintings in the collection of the present owner, Major H. B. Trevor Cox. These include a walnut octagon table formerly in the Barberini Collection and Flemish and German tapestries of the fifteenth and sixteenth centuries. Outstanding among the paintings are a "Head of Christ," by Dirk Bouts the Elder, a portrait of Lord Abergavenny from the studio of Holbein, a St. John by the Florentine, Nicolo di Gerini, and works by the Netherlands painters Cuyp and Jan Massys.

The early manor house on the site of Roche Old Court was occupied in the Middle Ages by the King's Falconer. At that time there was the Royal residence of Clarendon Palace, since vanished, some three miles to the south-west. In the seventeenth century the house passed into the hands of the Mompesson family and in later years was owned for a time by Lord Nelson. The manor house was reconstructed on the existing framework by Sir Giles Mompesson in 1620.

Adjoining the main structure of the manor house stands a well-preserved tithe barn which can be dated back to about 1500. The stout timber frames and weather-boarding of the walls and roof are in good condition. Both barn and manor house will be open to the public by appointment during the summer months.

THE DUKE IN MALAYA

A Visit During His World Tour

Owing to the riots at Singapore, the Duke of Edinburgh's visit to the island during his journey to Australia to open the Olympic Games was cancelled and arrangements were made to extend his stay in the Federation of Malaya. Travelling in the Royal Yacht *Britannia*, the Duke's first Malayan call was at the island of Langkawi, 15 miles off the Kedah coast. Although his visit was made at short notice, thousands of people crowded on the shore and pier and watched the Duke as, coatless, he set out on a tour of the island. From Langkawi, the Duke travelled on to Penang where, after a brief stop, he joined an R.A.F. Hastings aircraft to fly to Kuala Lumpur. Again there were vast crowds to welcome him as he drove through the capital. His engagements included visits to the jungle patrols of the 1st Battalion, the Rifle Brigade, and of the 22nd S.A.S. Regiment, and tours of a tin-mine and rubber plantation. The visit to the Federation ended at Port Swettenham.

ON THE ISLAND OF LANGKAWI: The Duke of Edinburgh walks with Tunku Abdul Rahman (right), Chief Minister of the Federation of Malaya, and other dignitaries during his visit to the island.

VISITING A TIN MINE NEAR KUALA LUMPUR: The Duke of Edinburgh is towards the end of the barge which is carrying him along the pool at the Kampong Lanjut tin-mine to watch the operations. He was able to see the process of the bringing up of the tin-bearing earth and the subsequent extraction and disposal.

WELCOME TO KUALA LUMPUR: Tunku Abdul Rahman, wearing Malay national costume of sarong, baju and head-dress, greets the Duke on his arrival in an R.A.F. Hastings aircraft from Penang.

THE DUKE MEETS THE PEOPLE OF KUALA LUMPUR: *Left*—He chats with Municipal Councillor A. Tharmalingam at the Municipal Council building, where he stopped to sign the distinguished visitors' book. *Right*—Malayan dignitaries, including State rulers, are introduced to the Duke at the airport. Although rain fell during the drive in an open car to King's House, the residence of the High Commissioner, the Duke's plans remained unaltered. Thousands of people lined the route to welcome him.

THE CAPITAL OF CEYLON: In the centre is the business quarter of Colombo, where the Government buildings and the principal hotels are situated. On the left, in this Aerofilms picture, is the end of the harbour. In the centre and right background is the Lake, with, behind it, the residential districts of Victoria Park and Campbell Park hidden among the trees. Colombo has a population of nearly 425,000.

THE IMPORTANCE OF CEYLON

An Historical Survey of the Island; Its Significance to Britain; Some Considerations of its Future

By SIR CHARLES COLLINS

CEYLON has special significance and interest for us in Britain, for it is only eight years since she ceased to be a Crown colony and attained independence, becoming a free and equal member of the British Commonwealth of Nations. A few months ago a general election gave her a completely new Government. The reaction to that event, both local and in relation to her position in the Commonwealth, is a matter of considerable interest, perhaps even of vital concern, to us in this country.

The island, which lies off the south-eastern coast of India, is tropical, and is full of charm and beauty. It is about half the size of England and Wales, with a population of some 8,500,000 people. The south and west of the island is humid and hot, the north and east much drier but also hot. The central part of the island, which is the tea-growing area, is mountainous, with a varying rainfall, and a climate that in the higher parts is almost temperate. Rubber grows in the west and south, and coconuts generally round the coast. In brief, both climate and crops are diversified.

Roughly five out of every eight of the inhabitants are Sinhalese, an Aryan people who came to Ceylon from North India about the sixth century B.C. They live in the west, south and centre of the island. The north and east is the home of the principal minority race, the Tamils, a Dravidian people whose affinities are with South India. About half a million Ceylon Moors live in scattered communities about the island, and there are almost a million Indian labourers in the planting areas. A small Burgher community, of Dutch descent, plays a more important part in the life of the country than its numbers would suggest. The Sinhalese are mainly Buddhists, the Tamils Hindus and the Moors Muslims, but there are over 600,000 Christians.

The Sinhalese have a long history of which they have every right to be proud. They colonised the dry zones of the island first, particularly the North central and the South-East, and reached a high state of civilisation. Evidence of this is to be seen in the impressive remains of religious and secular buildings in the old towns of Anuradhapura and Polonnaruwa, and at Sigiriya and other places.

They did not have it all their own way, however, for there were many incursions from South India, which ultimately resulted in laying waste most of this fair and fruitful land, causing the removal of the Government and the bulk of the people by stages towards the central mountain areas and the south-west. The invaders took over the north of the island, and founded a flourishing kingdom at Jaffna.

On right—

IMPORTANT FIGURES: The Duke of Edinburgh is greeted at Colombo on his way to the Olympic Games by Sir Oliver Goonetilleke, the first Ceylonese Governor-General, and Mr. Bandaranaike, the Prime Minister.

This was the position when the first Europeans to occupy any part of the island, the Portuguese, arrived in 1505. They came to trade, but were soon involved in local politics. Gradually they extended their sway over much of the coastal areas of the country, while the Sinhalese consolidated themselves into the Kandyan kingdom in the centre of the island. They were succeeded in the middle of the seventeenth century by the Dutch, who left behind them a tradition of well-ordered government, and a system of Roman-Dutch law, which is still the basis of the common law of the country.

The Napoleonic wars brought the end of Dutch rule in Ceylon, the British taking over the Dutch settlements in 1796. They ruled from Madras for a few years, but in 1801 Ceylon was given a constitution and made into a Crown Colony, entirely independent of India. Kandy was ceded by its Chiefs in 1815. The liberal tendencies which were evident in England during the first half of the nineteenth century found their echo in Ceylon, when a Constitution came into force in 1833. It created legislative and executive councils, the former with local nominated representatives.

The second half of the century saw great progress socially and economically, and with the increase in literacy demands were made for further political development. In 1913 the elective principle was introduced, and in 1920 unofficial members were first elected on a territorial basis. In 1924 provision was made for an unofficial majority in the Legislative Council. These constitutions were intended to further the increasing association of the people of the country in the ordering of local affairs, and to lead the way to ultimate self-government.

(Continued on following pages)

THE WEALTH AND PEOPLES OF CEYLON: On the map the territorial divisions of the nine provinces of the island are shown by the dotted lines. The thin black lines are the railways. The areas in various shades show the main districts for the growing of coconuts, rubber and tea, although sometimes they overlap and, of course, other parts of the island also produce these commodities. Racially 40 per cent. of the population are Low-country Sinhalese, living mainly in the Western and Southern Provinces and part of the North-Western Province. Around 25 per cent. are Kandyan Sinhalese, in Central, North-Central, Uva, Sabaragamuwa Provinces and part of North-Western Province. Tamils predominate in the Northern and Eastern Provinces. Ceylon has a long and proud history, which is witnessed by the monuments in Anuradhapura and Polonnaruwa. The present population of the island is estimated to be about 8,500,000.

AN AREA WHICH GIVES CEYLON SOME OF ITS WORLD-WIDE REPUTATION: The buildings stand in what is typical of the island's tea-growing country. It is estimated that over 580,000 acres are under cultivation for tea.

A THRIVING TEA PLANTATION: *Left*—The harvest is plucked on a tea plantation in Ceylon. *Right*—A tea factory stands surrounded by level ground and slopes covered with tea plants. The island supplies the people of Great Britain with much of their most popular drink and the Ceylon tea-growers have established the Tea Bureau in London to give help and advice on matters concerning the selling, serving or consuming of tea.

THE IMPORTANCE OF CEYLON

(*Continued from previous page*)

This object was carried much further in 1931, when, on the advice of a special Commission under the chairmanship of the Earl of Donoughmore, a new form of Government was introduced, providing for universal adult suffrage and for local ministers. It was a one-chamber Government, and was devised to discourage rather than to promote the establishment of political parties. The members of the State Council, as it was called, were divided into committees, each responsible executively for a number of Government departments. Each committee elected its chairman, who then became the minister for those subjects.

The ministers formed the Board of Ministers, who were responsible for finance, but had otherwise no collective responsibility, though they tended, as time went on, to approximate more and more to an orthodox Cabinet. There were three official members only, the "Officers of State," who had charge of their own departments, and had all the rights of members of the Council and Board, except the vote. This Constitution worked quite well for some sixteen years, including the period of the Second World War.

It was, however, not very popular. It was considered cumbersome, and the safeguards which its authors had found it necessary to provide were disliked. The ministers, therefore, and many others in the country, pressed for a more orthodox form of government based on the British model. Such a Constitution was recommended by a new Commission under Lord Soulbury, and came into operation in 1947.

It provided for a Parliament of two chambers, the House of Representatives and the Senate. The House of Representatives elected half the members of the Senate, the other half being nominated. Under Mr. D. S. Senanayake's leadership the United National Party (U.N.P.) was formed of those who supported his policy. This party won a sweeping victory at the elections which heralded the new Constitution. The Opposition was mainly Communist, split into three main groups, who united within the Parliament to elect a Leader of the Opposition, but remained generally disunited outside.

This Constitution was short-lived. The question which next arose was not whether Ceylon was to have full local self-government—she had almost that already—but whether she should, like India and Pakistan, be given the opportunity of receiving "fully responsible status." The way in which the difficult Donoughmore Constitution had been worked, the manner in which the Ceylon ministers had co-operated during the war, and the efficient manner in which civil defence and other war measures had functioned indicated her fitness for independence.

A colourful ceremony at Colombo on February 4, 1948, at which the Duke of Gloucester represented the Crown,

ON THE NORTHERN TIP OF CEYLON: Fishing boats lie in the harbour and houses are hidden by palm trees in a fishing village near Jaffna, which is the important town in the north of the island and the centre of a coconut district.

A STAPLE CROP FOR THE PEOPLE OF CEYLON: A row of women work on the rice harvest in a paddy field. Rice in its two forms—paddy and husked grain—is the most important of the staple products of the island which are produced for home consumption. Some 970,000 acres in Ceylon are cultivated for rice.

FISHING OFF THE COAST: A two-man catamaran comes in to the beach with the morning's catch at Negombo, to the north of Colombo. Around the coasts of Ceylon some areas grow coconuts as well as engaging in fishing.

marked the transfer of sovereignty. The new Constitution followed the lines of the Soulbury Constitution, and Mr. Senanayake remained Prime Minister without a further election. The transfer passed smoothly.

The same policy of social, industrial, and agricultural progress was continued, and in 1950 Colombo became the venue of the important conference that inaugurated the Colombo Plan for economic aid. Mr. Senanayake's policy was generally accepted, and the weak official Opposition gave him little concern.

July 1951, however, saw the start of a more formidable Opposition. In that month Mr. S. W. R. D. Bandaranaike, the present Prime Minister, broke with the Government, gave up his ministry, and crossed the floor, as the leader of a new party, the Lanka Freedom Party. He gave as his reason that he was not satisfied with the progress made towards a more nationalist state. He wanted a more rapid advance in the substitution of local languages, particularly Sinhalese, for English as the official language, and the question was also raised of Ceylon following the Indian pattern and becoming a Republic.

Early in 1952 the country suffered a severe blow by the death of the Prime Minister, who was killed in a riding accident. He was succeeded by his son, Dudley Senanayake, who resigned on the grounds of ill health after a little more than a year of office.

His successor was Sir John Kotelawala, a man of strong personality, of forthright views and speech and a vigorous opponent of Communism. He followed in general the lines of policy laid down by Mr. Senanayake. The Queen and the Duke of Edinburgh visited Ceylon in the spring of 1954, and received an enthusiastic welcome. Other highlights of his period of office were the appointment of Sir Oliver Goonetilleke as the first Ceylonese Governor-General, the conference of South-East Asian Prime Ministers in Ceylon, and the Asian-African conference in Bandung, which Ceylon attended.

On Sir John Kotelawala's return from this conference, however, it became evident that opposition had been growing. The main bone of contention was the question of the official language. The Opposition parties wanted the change to be made early, and a growing section favoured a proposal that Sinhalese only should be the official language. The U.N.P. had at first favoured parity between Sinhalese and Tamil, but afterwards also went over to Sinhalese only. Feelings began to run high, and Sir John decided to go to the country.

The result of the general election, which took place in April of this year, was quite unexpected by any party. Mr. Bandaranaike had formed a new party, the Mahajana Eksath Peramuna (M.E.P.), of which his original party was the core. This party won an absolute majority over all other parties, while the U.N.P. only won eight seats out of a total of ninety-five. Mr. Bandaranaike was therefore called upon to form a Government. One of the Communist groups had joined his party, and two of his ministers were chosen from this group. The other

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On left—
TAPPING RUBBER: A worker on a rubber plantation watches the first drops fall into the bowl after she has finished tapping the tree. The chief rubber-producing areas are in the west and south of Ceylon.

On right—
A CONTRASTING SCENE: This busy street market in Symonds Road, Colombo, is typical of many in Ceylon. The traditional ox-cart transport passes shops filled with modern goods.

Below—
THE OLD CAPITAL: Kandy, which lies beside its lake, has many ancient monuments and shrines. The city was once the capital.

THE IMPORTANCE OF CEYLON

(Concluded from previous page)

two Communist groups remained in opposition, and the Leader of the Opposition was chosen from one of them.

The new Prime Minister is an interesting figure. He comes of a leading Ceylon family, has large landed interests, and is married to the daughter of one of the most esteemed of the Kandyan Chiefs. He had a distinguished career at Oxford (his predecessor was a Cambridge man) and is an able speaker.

Mr. Bandaranaike's first problem was to deal with the language issue. An Act making Sinhalese the official language was passed in July, and in this he had the support of the U.N.P. The passing of the Act, however, is not the end of the matter. The positions of English and Tamil have still to be decided. At present it is the policy to teach English in schools as the second language.

In local matters the Government is pursuing a Socialist policy. The price of rationed rice and sugar has been reduced, but this is partly due to lower prices of imported rice, though it will probably mean some increase in the subsidies. The Government's policy includes some nationalisation, and steps have already been taken to nationalise the bus services. Suggestions that tea and rubber estates should be nationalised, however, have not met with any enthusiastic reception.

In regard to foreign affairs the present Government has moved nearer to India's "middle of the road" policy, and has declared that it will not align itself to any one power bloc. The U.N.P. Government, strongly anti-Communist as it was, had, nevertheless, negotiated trade agreements with China for the purchase of rice and the sale of rubber. The present Government has carried this policy further by opening diplomatic and trade negotiations with Russia and other Communist countries. Against this it must be pointed out that Ceylon's main avenues of trade remain with the West, and Ceylon is now one of the biggest dollar earners in the Sterling area.

From foreign policy it is a natural step to consider Ceylon's position in the Commonwealth. Mr. Bandaranaike has made no secret of the fact that he favours a Republican form of government, but he has not suggested that this involves breaking away from the Commonwealth. The creation of a Republic of Ceylon on the lines of the Republics of India and Pakistan was part of his party's programme at the elections. But the matter was apparently not regarded as one of urgency; there were other matters that had to be settled first.

THE NAVAL BASE OF TRINCOMALEE: In the foreground is a radio station and in the background flying-boats are on the water. Trincomalee is on the east coast of the island. It is a very important naval base and also a vital communications and signal centre for the Commonwealth naval forces.

On left—
DOMINION STATUS: The Duke of Gloucester reads the Speech from the Throne at the opening of the first Parliament of the Dominion of Ceylon in 1948. Sitting, from the left, are Mr. D. S. Senanayake, then Prime Minister; Sir Henry Moore, the first Governor-General; the Duke and Duchess of Gloucester; Lady Moore and Mrs. Senanayake.

The speech from the Throne when Parliament was opened mentions it as among the constitutional matters to which attention will be paid in due course. In the debate which followed, the Prime Minister declared that he did not agree with the view expressed by the Opposition that being in the Commonwealth would limit Ceylon's independence. On his return from the last Commonwealth Prime Ministers' Conference in London he is reported to have said that though material benefits, such as membership of the Sterling area, might not be sufficient in themselves to ensure the continuance of the Commonwealth, there was a way of life which distinguished Commonwealth countries from all others.

Of greater urgency apparently in the view of the present Government are some other questions, mainly because they appear to the Government to affect the question of Ceylon's absolute independence. The chief of these are the future of the British naval base at Trincomalee and the air base at Katunayake. The return of these bases to Ceylon is settled policy, but their importance to Britain is great, and the question is under consideration of whether an agreement can be reached satisfactory to Ceylon which will allow Britain to continue to use the bases.

The present Government of Ceylon is, as indeed its predecessor was also, very jealous of its newly found independence. It would go far to counter anything which might in any way have even the appearance of an encroachment on that independence, but in common with other members of the Commonwealth it holds to the democratic way of life. There are outstanding questions, such as those of greater Ceylonisation of commerce, industry, agriculture, of capital investments, and the like, but there seems to be no good reason why these should not be settled in due course to the mutual satisfaction of all parties.

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TWO MINUTES SILENCE BEFORE THE CENOTAPH: The Queen, with the Duke of Gloucester on her left, stands in front of the memorial to the dead of two World Wars before laying her wreath. The ceremony followed its time-honoured pattern and was watched from a Home Office balcony by Queen Elizabeth the Queen Mother, Princess Margaret, the Duchess of Gloucester and the Duchess of Kent. After the Queen had laid her wreath, others were placed on the Cenotaph by the Prime Minister, members of the Cabinet and Opposition, and Commonwealth representatives.

THE NATION REMEMBERS

The Queen Attends the Service of Commemoration at the Cenotaph

On left—

SIR ANTHONY EDEN IN GUILDHALL: The Prime Minister speaks at the banquet given by the newly-installed Lord Mayor of London, Sir Cullum Welch. At the top table from left to right are the Archbishop of Canterbury, Lady Eden, Alderman Sir Cuthbert Ackroyd (the retiring Lord Mayor), Sir Cullum Welch, the Prime Minister, the Lady Mayoress, Lord Kilmuir (the Lord Chancellor), Lady Ackroyd and Mr. W. S. Morrison (the Speaker of the House of Commons). The Prime Minister spoke of his Government's attitude over the Middle East crisis. He felt a wise decision had been made. "If we had not acted the whole Middle East would be in flames to-day."

THE LORD MAYOR'S BANQUET

The Prime Minister makes his Traditional Speech

PRESIDENT EISENHOWER RE-ELECTED

The Republican Candidate is Carried Back to Office with a "Landslide" Vote in his Favour

THE MOMENT OF VICTORY : President Eisenhower acknowledges the applause of his supporters in the Sheraton Park Hotel, Washington, after Mr. Adlai Stevenson had conceded victory to him in the United States Presidential election.

President Eisenhower's landslide success in the elections for the United States Presidency has been accompanied by an electoral phenomenon which has occurred only once before in a presidential year. In the House of Representatives the Democrats have secured 220 seats, two more than are necessary for an absolute majority, and they have, in addition, retained their lead in the Senate. A Republican President elected by an overwhelming majority is thus faced with a Democrat Congress.

The extent of Mr. Eisenhower's success would seem to show that the issue was never in doubt, despite Mr. Stevenson's forceful and challenging attacks against the administration's foreign policy. The second mandate offered to the President can only be interpreted as an endorsement of his policy of "non-involvement." On the other hand, the Democrats' hold on Congress encourages them to believe that although the nation is overwhelmingly behind the President they do not feel the same way about his party. Accordingly, it is felt that the coalition system of the last four years will continue to function as before. The President should find a workable majority outside the dissenting groups of right-wing Republicans and left-wing Democrats—a majority he found adequate during his last administration.

THE CANDIDATE'S VOTE : Mr. Eisenhower prepares to place his ballot slip in the box at Gettysburg, Pennsylvania. *On right*—Mr. Adlai Stevenson and his son Borden (behind on right) cast their votes in Illinois.

A GALLANT LOSER FOR THE SECOND TIME: Mr. Stevenson announces with a smile that he has conceded the election. As in 1952, when he also lost to President Eisenhower, he sent a congratulatory telegram worded in the most generous terms. From the earliest returns it was seen that the Republican candidate was running well ahead of his 1952 percentages in what was a much higher vote.

On left—
MR. TRUMAN AT THE POLLS : The former President of the United States leaves a polling booth near his home in Independence, Missouri, after casting his vote in the American Presidential election.

THE VICTOR[illegible]S PRESIDENT AND VICE-PRESIDENT : President Eisenhower and Mr. Richard Nixon, the Vice-President, stand with their wives to acknowledge the applause of the [illegible]publican Party rally in Washington, which celebrated their victory in the elections. The results were also a great personal success for Mr. Nixon, who suffer[illegible]riticism at the outset of the Republican campaign. It was then felt by many in the Party that President Eisenhower was carrying him as a passenger out of loyalty.

CELEBRATING THEIR VICTORY : Republican Party supporters cheer the President and Vice-President (hands raised underneath the wall flag) at the Party victory rally in Washington. Mr. Eisenhower's personal success is strongly qualified from his Party's point of view, for besides the Democrat hold on Congress, several eminent Republican Senators have lost their seats. Among these are Senator Duff (Pennsylvania), Senator Bender (Ohio) and Senator Welker (Idaho). Many were close supporters of Mr. Eisenhower.

ANTARCTIC PRELUDE

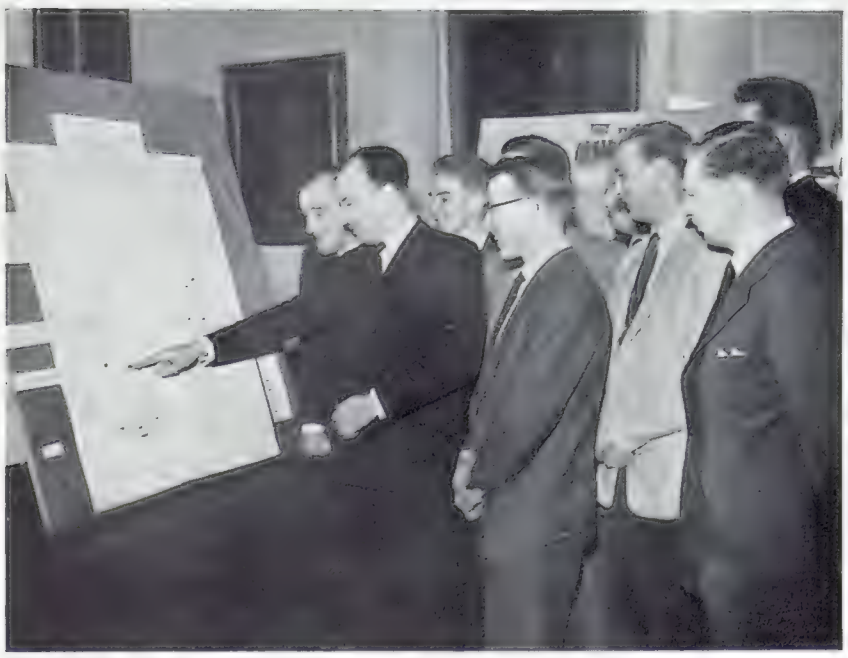
The "Magga Dan" takes on Stores in London while Explorers and Scientists Prepare for Antarctica

On Thursday, November 15, the Danish motor-ship *Magga Dan* was due to set sail from London, bound for Halley Bay and Vahsel Bay, in Antarctica. She carried aboard her the men who will make Britain's contribution to Antarctic exploration and achievement in the next two years—the British contingent of the Commonwealth Trans-antarctic Expedition under Dr. V. E. Fuchs, which is to cross the Southern Continent, and the twenty-one men, including many scientists, of the Royal Society's Expedition, whose work will be part of the programme of the International Geophysical Year. The *Magga Dan* is making for Halley Bay to drop the Royal Society's party, and will then head for Shackleton Base, on Vahsel Bay, where an advance party of eight men landed last year to establish a base for the main body of the Expedition. From January 1957 work will go ahead on the final preparations. Dr. Fuchs has said that he hopes the British contingent will reach the South Pole, 800 miles from Shackleton Base, by about Christmas 1957. In January 1958 it should meet the New Zealand contingent under Sir Edmund Hillary, which will advance to meet it from Scott Base, on McMurdo Sound. The Royal Society's team will carry out a programme of scientific research at their base at Halley Bay, 200 miles north-east of Shackleton Base.

AN ANTARCTIC SHIP IN THE THAMES: The *Magga Dan*, which was to leave for the Antarctic on November 15, moves towards her berth near Tower Bridge. She was ready to sail with the British contingent of the Commonwealth Transantarctic Expedition and the members of the Royal Society's International Geophysical Year Antarctic Expedition on board.

"MAGGA DAN" TAKES ON STORES: The Antarctic ship's derricks lower barrels into her hold while docked in London. Her stores and equipment for the Shackleton and Halley Bay Bases include two aircraft.

EXPEDITION MEMBERS BROADCAST: Dr. V. E. Fuchs (right), the leader, and Mr. George Lowe, the party's photographer, talk to Shackleton Base, Vahsel Bay, from Broadcasting House, London. The British contingent's advanced base was set up at Vahsel Bay last year.



EXPLORERS FOLLOW THE MAP: Colonel Robin Smart, leader of the Royal Society's International Geophysical Year Antarctic Expedition, points out the Weddell Sea to others of the party. The party of twenty-one includes many scientists.

DR. FUCHS INSPECTS HIS EQUIPMENT: At the Boulton and Paul works, the leader of the party (left) and the deputy leader, Mr. D. Stratton (centre), leave the building which will be an intermediate base hut. On right is Dr. Lister, a glaciologist.

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ECONOMY CARS AND RECORD BREAKERS

Donald Campbell to Attack the World's Land Speed Record; the Opperman Unicar and a new Bond Minicar; the Nash Metropolitan for Britain; Moss to Drive for Vanwall

By "THE SPHERE" MOTORING CORRESPONDENT

SO Mr. Donald Campbell is after the world's land speed record! It is quite an ambition, but anyone who knows this pleasant, unassuming young man—son of the late Sir Malcolm Campbell—realised it was only a question of time—and opportunity—before Donald announced his intention of "having a go" for the greatest speed crown of all.

The present land speed record is held by Britain (as also are those in the air and on water). It was set up by the late John Cobb in an ice-cooled Napier-Railton Special on the Bonneville Salt Flats, Utah, in September 1947. He did 394·2 miles an hour. Cobb, who was later killed trying to win back for Britain the water speed record, used two Napier piston aero engines in the juggernaut which won him world fame. Campbell is also planning to use an aero engine, but it will be a gas turbine

A NEW BRITISH ECONOMY CAR: The Opperman Unicar is a plastic-bodied rear-engined car of 322 cc., designed by Mr. Lawrence Bond, who was also responsible for the Berkeley sports car.

motor this time: a Proteus of the kind used in the Bristol Aeroplane Co.'s Britannia propjet airliners.

Campbell tells me it develops 5,000 horse-power. With it he hopes to put the record beyond the 400 m.p.h. mark. Tyres will be one of his big headaches. And much will depend on the shape of the car. Apart from being beautifully streamlined to "cheat the wind" it must be designed in such a way that air pressure is harnessed to keep it on the ground instead of taking-off like an aeroplane. It was only a few weeks ago that Campbell set up a new water speed record of 225·63 m.p.h. in his jet-propelled hydroplane *Bluebird* on Lake Coniston. He hopes to push that speed past the 300 m.p.h. mark before he retires.

With petrol the price it is and city parking becoming more and more difficult, it is not surprising that the announcement of a new small car always arouses great interest. This is certainly true of the Opperman Unicar, a tiny little four-wheel, two-door, rear-engined runabout which is offered for £399 10s. including tax. The Unicar has a plastic body, an Anzani twin two-stroke engine of 322 cc., room for two adults and two children, and a claimed performance of 60 m.p.h. and 55 miles to the gallon. Mr. Lawrence Bond, who designed the sensational little Berkeley sports two-seater, was also responsible for the basic design of the Unicar. It is being built by S. E. Opperman Ltd., a big engineering firm whose factory is at Boreham Wood, Herts. Their managing director, Mr. Trevor Westbrook, famous aircraft production chief in the Hitler war, tells me he hopes to be building fifty cars a week by the middle of next year.

Because it has four wheels, the Unicar is taxed at the rate of £12 10s. a year. Three-wheelers get away with a tax of only £5, and that is one of the reasons why the Bond Minicar has proved so popular. Close on 20,000 of these economical little runabouts have been sold in the last eight years. And now Sharp's Commercials, the Preston (Lancs) firm who took over the Minicar project from Mr. Lawrence Bond—yes, the same Mr. Bond—have announced a new model which will go into production early next year. The car has been completely redesigned and while retaining the basic characteristics of the old model it is bigger, more powerful, better-looking and more comfortable.

It also costs more: £339 10s. 6d., tax included. But that is only £20 more than the most expensive model in the present Bond range (the de luxe four-seater). For about £6 extra a reverse gear mechanism can be fitted to the new Bond. It is an astonishingly simple device. You merely turn the ignition key the other way to alter the timing and the Villiers two-stroke engine works in a direction opposite to its normal rotation. It gives three different reverse speeds.

There should also be a brisk demand in Britain for the little Nash Metropolitan which the British Motor Corporation have been making for an American firm over the past two and a half years and which comes on to the home market for the first time early next year. It is an attractive little car, available either as a hard-top coupe or in convertible form. Its bench seat has room for two people in comfort or three at a pinch, and there is room behind for two children or a lot of luggage. Thirty-five thousand of these cars have been built. They have earned for Britain £12,500,000—in dollars.

B.M.C. have been building them to the specification of the American Motors Corporation—formed by a merger of the Nash and Hudson car firms—after the U.S. corporation had conducted a coast-to-coast survey to find out what sort of small car the American people wanted most. The Metropolitan uses a lot of B.M.C. components, including a 1½-litre engine which gives a top speed of 75 m.p.h. The home market price of this sophisticated little car will probably be in the region of £700 or £725.

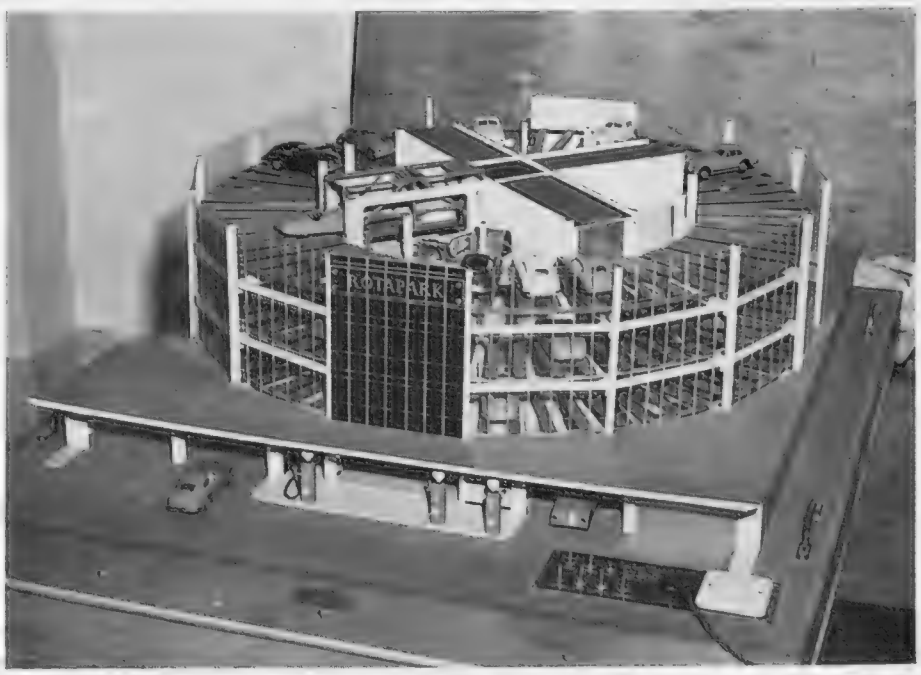
Stirling Moss's decision to drive for the British Vanwall team next year will invest the 1957 motor racing season with exceptional interest. Not even Mr. Tony Vandervell, who finances and runs the Vanwall *équipe*, would pretend for a moment that his Formula One, 2½-litre Grand Prix car is anywhere near perfect. But with twenty-seven-year-old Stirling as the team leader it will have a real chance of being the first British car to carry a driver to world championship honours in Grand Prix racing. Moss has been runner-up to Juan Fangio in the world championship for the past two seasons, first in a Mercedes as a team mate of the brilliant Argentinian, and then, this year, as No. 1 driver for the Italian Maserati firm in opposition to Fangio, who has been driving No. 1 for Ferrari.

Moss wants more than anything else to become the first British driver to win the world championship. He would prefer to do it in a British car, but I am sure he would have signed on again for Maserati, who badly wanted him to do so, if he thought the Vanwall's chances were only slender. Before flying out to Venezuela Moss gave the Vanwall a thorough testing on the Silverstone and Oulton Park tracks. As a result he has given Mr. Tony Vandervell a list of eight suggestions for improving the car. The Vanwall designers and mechanics will be working on these during the winter. When Moss comes home after an absence of three months the car should be ready for further gruelling tests before the British champion drives it in races at Pau and Syracuse.

A review prepared by I.C.I. of the body colour trends at the Motor Show speaks of a new pattern of development. Of the 291 cars on show 121 were painted in two colours: a greater number than at any previous Show. This survey by the I.C.I. Paints Division, biggest suppliers of paint finishes to the British motor industry, shows that fewer cars than ever were painted black. Only 4 per cent. were black, compared with 8 per cent. last year and 11 per cent. in 1954. But as I.C.I. themselves admit, the colours of the show cars at Earls Court do not necessarily reflect present-day public preference. Most of the cars bought in Britain to-day are finished in black or some other dark colour in spite of the blandishments of the car manufacturers, aided by brightly-coloured catalogues. The reason being, of course, that the vast majority of cars bought in Britain to-day are used for business as well as pleasure.

Have you ever, while driving down to the South of France or Italy on holiday, stopped to think how nice it would be to put your car on a train at Boulogne and do most of the journey by rail to save time and fatigue? The French Railways are introducing special train services of this kind next summer between Boulogne and Lyons, a distance of 450 miles. They will run three times a week in each direction from June 2 to September 28. The cars will be loaded on to double-deck open trucks and each passenger will be provided with couchette sleeping accommodation. The journey takes about 11 hours and the return fares, including two people per car, range from £28 to £36, according to size.

VETERAN VICISSITUDES: The R.A.C.'s annual commemoration run to Brighton claimed its usual toll of temporary breakdowns. While a policeman waves traffic on, its crew tinker with a 1901 De Dion-engined Quad on Westminster Bridge. A 1902 Napier passes by on the left.



HELPING TO SOLVE LONDON'S PARKING PROBLEM: This model of a "Rotapark" shows how cars are accommodated on several floors. A car is raised by lift to one floor. This floor is revolved until a vacant space arrives opposite the lift. Then the car is driven into the space. Lex Garages Ltd. are hoping to build a "Rotapark" near Southwark Bridge.

One of the obvious ways of helping to solve the problem of congestion in city streets is to provide more off-street parking. A move to do this in London has been made by Lex Garages, who are seeking permission to build a "Rotapark" near Southwark Bridge at a cost of about £250,000. It would have accommodation for a total of 350 cars on ten revolving floors. The "Rotapark" can be run by one or two men, for it is electronically controlled. The car goes up in a lift to a floor which, by the press of a button, turns round until it presents a vacant parking space. To get the car out again you put a punched card in a slot and the electronic brain does the rest.

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The World of Books—By VERNON FANE

A VOLUME OF RECOLLECTIONS

Mr. Clive Bell's Anecdotes; a Study of Frédéric Mistral; a Biography of Lord Castlerosse; and a Variety of New Fiction

PARIS in 1904, Paris in the '20's and Bloomsbury forever make up the highly diverting background of Mr. Clive Bell's volume of personal recollections, OLD FRIENDS (Chatto and Windus. 21s.). And what exciting friends these have been! A great part of the value of such a book as this is that it should be anecdotal and Mr. Bell richly fulfils that requirement whether he is writing about the intellectual and artistic atmosphere of "Bloomsbury" (although he questions whether such an entity existed beyond the fact that a dozen friends, some of whom lived there, saw a great deal of each other between 1904 and 1914); or describing with relish the appearance of Roger Fry or the cleverness of Maynard Keynes.

Poet, scholar and *félibre*, Mr. Richard Aldington could scarcely be bettered as the author of a study on the Provençal poet, Frédéric Mistral, who was not only a man of letters but a municipal councillor in his village, a Nobel prize winner and the inspirer of a poetic movement, the Félibrige, which is still healthily in existence. INTRODUCTION TO MISTRAL (Heinemann. 25s.) is the story, in so far as it is yet known, of a man who loved his native Provence and became in some ways its uncrowned king. Mistral wrote his works in its language and strove to perpetuate that language not as a *patois* but as a true derivation of the language of the troubadours. Mr. Aldington's book is a joint exploration of Provence and of Mistral.

THE TRAGIC LIFE OF TOULOUSE-LAUTREC, by L. and E. Hanson (Secker and Warburg, and Chatto and Windus. 25s.), is a rich subject for a biography in the skilled hands of Mr. and Mrs. Hanson. One searches in vain, however, for some new light upon, or for some original interpretation of this unhappy and dissolute scion of a noble house, whose genius has been extolled and analysed in works extending to seven pages of bibliography. Possibly there is a demand for this kind of *réchauffé* but it scarcely seems worth the combined efforts of two distinguished publishers to produce it.

The Norris of MR. NORRIS AND I, by Mr. Gerald Hamilton (Wingate. 15s.), is the hero of a book by Mr. Christopher Isherwood called *Mr. Norris Changes Trains*, published in 1935. In a coy introduction Mr. Isherwood declares that when asked if Norris is "based on my old friend Gerald Hamilton . . . sometimes I answer 'No,' sometimes 'Yes'—according to my mood."

Mr. Hamilton is equally equivocal so that, not having read the Isherwood *opus*, I can have no idea what they are being coy about. This book is presumably meant to be a self-portrait and the figure that emerges seems to be a sort of poor man's Aleister Crowley except that Crowley was not, to my knowledge, imprisoned in France and Italy or decorated by the King of Bulgaria. He appears to have known every notorious character in his long life, from Casement to Guy Burgess and to have been intimate with the goings-on in the night haunts and stews of pre-war Berlin, Paris and London.

Valentine Castlerosse was, in every sense, a larger-than-life figure. An Irishman, he was, from his youth in the First World War to his early death in 1943, part of the picture of London (or Walton Heath or Paris or Killarney). He was a man of considerable wit and a talent for expression which was released through a weekly column in a Sunday newspaper, and a man of such appetite for food and drink that he called himself "the Falstaff *de nos jours*" and once said that he always sat three inches from the table when he started to eat so that when his stomach touched the table he knew he had had enough. His idiosyncrasies included a very quick temper and a talent for friendship. Mr. Leonard Mosley, who knew him, has written his biography and CASTLEROSSE (Arthur Barker. 15s.) does capture some of the enormous gusto of the peer who was completely mercurial, but who can never, since childhood, have known a dull moment.

THE VISITING MOON (Faber and Faber. 21s.) is, to the last book, as a mill-pond to a mill-race, for it is a reminiscence of childhood by Celia Furse, who is the daughter of the late Sir Henry Newbolt. Lady Furse writes of a Christmas spent many years ago in a big country house, of platoons of servants and nurses, relations and friends, and of the firm but comfortable discipline that never seemed to spoil anybody's fun. An enchanting, quietly paced book.

Mr. Rupert Croft-Cooke, who now lives in the international city of Tangier, has written a chatty and practical kind of book about choosing a house in that city. He speaks of his alteration to both the building and the garden, the new furnishings and his efforts to create a satisfactory pattern of life in a country so radically different from England. THE TANGERINE HOUSE (Macmillan. 21s.) is extremely readable and is full of commonsensical ideas about good drink and proper glasses, entertaining, decorating, cooking, gardening and motoring.

AUREOLE, WINNER OF THE KING GEORGE VI AND QUEEN ELIZABETH STAKES IN 1954: This reproduction is taken from *Famous Winners of the British Turf, 1949-1955*, by David Livingstone-Learmonth and John Hislop, published by Hutchinson at 63s. The book consists of a selection of the photographs and colour reproductions of leading winners printed since 1949 in *The British Racehorse*. Each of the thirty-eight illustrations is accompanied by a full description of the horse's career.

A WAY OF LIFE (Weidenfeld and Nicolson. 18s.) is by Mr. Peter Wildeblood, whose earlier book, *Against the Law*, was a forthright statement of his prison experiences and the circumstances of his arrest. Now Mr. Wildeblood is dealing, in a kind of documentary record, with that fringe of existence which is wider than one might suppose and which includes so many muddled, unsettled people, some of them criminal, some of them victims.

First among the novels to discuss this week is Miss Pamela Hansford Johnson's THE LAST RESORT (Macmillan. 15s.), a piece of work which sustains this writer's high reputation. The novel is warm in spite of being sharply analytical and is compellingly readable. The story is of an elderly couple and their thirty-ish, attractive daughter, living permanently in a seaside hotel. The young woman is in love with a man whose wife is slowly dying, and she confides her hopes and miseries to the narrator, a happily married woman writer. This is a novel to recommend.

THE CASHIER (Heinemann. 15s.) is Miss Gabrielle Roy's story of a lonely, conscientious, over-sensitive little man who can hardly sleep for thinking of all the trouble in the world and who nearly collapses, mentally and physically, when an error of a hundred dollars is found in his account-keeping at a Montreal bank. Miss Roy's book, compassionate and deeply felt as it is, falls something short of being a true novel and is, rather, a portrait of the reactions of a single human being.

M. Alejo Carpentier is a novelist not yet as well known in this country as—I would forecast—he soon will be. He was born in Havana, has lived in Paris and in many European countries, in Haiti, Mexico and South America. His new book, THE LOST STEPS (Gollancz. 15s.), has been translated from the Spanish. It is set partly in New York, partly in the jungle of South America, and it is both moving and exciting.

THE HUNTERS AND THE HUNTED (Macmillan. 15s.) is Mr. Ivan Bahriany's story about a family of tiger hunters in the Siberian forests and I think it would be difficult to find a more exotic theme than that. It is also a love-story, simply and directly told.

There are four novels of the sea this week and such is the infinite scope of that setting that none of them is repetitive and each of them, separately, is worth recommending. TWILIGHT FOR THE GODS (Hodder and Stoughton. 15s.) is by Mr. Ernest Gann, who wrote *The High and the Mighty*, an enormously effective adventure of the air, and who has now written about a ramshackle barquentine with cargo and deck passengers, bound for Mexico from a mid-Pacific island. The author makes a masterly use of tension.

GALE FORCE (Heinemann. 13s. 6d.) concerns a 6,000-ton cargo ship and its fight against a storm near the end of an Atlantic crossing from Buenos Aires to England. Mr. Elleston Trevor writes with a terse economy of phrase that makes every page exciting.

NO CHARTS FOR THE JOB (Hodder and Stoughton. 12s. 6d.) tells of storms and tropical hurricanes but is chiefly concerned with an ill-matched ship's company and the passengers, members of an expedition, making the journey to Tanganyika and back.

Finally, THE ENEMY BELOW (Collins. 13s. 6d.), which is Commander D. A. Rayner's story of a wartime engagement between a U-boat and a destroyer.

MAKING VERMEERS

The Secrets of the Master Forger of Dutch Masterpieces

In the '30's the world of art was surprised and entranced at the news that a religious painting by Vermeer, the first of its kind, had been brought to light in Paris. Experts hailed the discovery with delight and, for the most part, without suspicion, knowing that Vermeer pictures had often in the past escaped proper identification, having been attributed to other masters such as De Hooch, Metsu and even Rembrandt. The new masterpiece found a place of honour in one of the great Dutch museums, and it was not until after the war that the dreadful suspicion dawned and soon became a certainty that this was one of the great art hoaxes of all time. It all came out when the Allies discovered that Reichmarshal Hermann Goering, that master of art acquisition, had been tricked into buying a fake Vermeer. The villain of the piece was the self-tortured Dutchman Han van Meegeren, who had copied the techniques of the seventeenth-century Master of Delft so flawlessly that everyone had been deceived. It was his personal revenge on a world which would not acknowledge his genius. In THE VERMEER FORGERIES (Geoffrey Bles. 15s.) Jan Baesjou tells the story in a new way. The many facets of the master forger's life and work have long been known and explained, but this new study takes us back to the boyhood of Van Meegeren, showing the problems of his early years. It was the frustration he experienced during his manhood which led him to attempt his great deception and to score off the art pundits whom he dubbed as bunglers and fools. Jan Baesjou's book is written in popular style, and he dwells largely on the psychological aspects of Van Meegeren's deeply calculated forgeries. The compelling theme is handled with great delicacy of touch.

Two excellent new series of books on art are sure of a special welcome. Methuen's MOVEMENTS IN MODERN ART, published at 6s. each, relies on full colour lithography. Each little volume in the series contains twenty-four works by representative painters, a page of comment upon each and an introductory essay. Peter de Francia writes on *Impressionism*, Denis Mathew on *Fauvism*, Edith Hoffmann on *Expressionism*, Alfred Schmeller on *Cubism*, the same writer also deals with *Surrealism*, while Frederick Gore deals with the equally complex subject of *Abstract Art*. Roger Hauert, a most accomplished portrait photographer, and André Verdet are co-operating in the Great Painters series (published by René Kister, Geneva. 8s. 6d.). The first two volumes deal with PABLO PICASSO and GEORGES BRAQUE. The text is translated into English by Frances Richardson and the London distributors are Rockliff Publishing Company.

John Tickner is something of an expert on horses, he is also a consummate humorist and a delightful writer and illustrator. These combined talents go to the making of TICKNER'S LIGHT HORSE (Putnam. 10s. 6d.), a lighthearted treatise, a gaily irreverent tract, on foxhunting, the show-ring, and the horseman's art in general.

To-day the Canadian northland beckons men as the American West called to them a century ago, and the twentieth-century pioneers, no wit less hardy than their forbears, are answering the challenge. Pierre Berton was brought up in the Yukon. In THE MYSTERIOUS NORTH (Cassell. 25s.) he gives a wonderful introduction to this vast hinterland, particularly to some of the old communities of the gold rush days, now, for the most part, ghost towns, and to some of the up-and-coming new towns, the uranium and radium cities, where the pioneers are carving out a new empire. First-rate maps and photographs add greatly to the interest of the text.

Another travel book with a strong pioneering theme is James Wickenden's BEYOND THE HIGH SAVANNAHS (Longmans. 18s.), the true story of a young South American who, abandoning town life, set out alone and without any costly equipment to seek diamonds in the mountain ranges where the borders of Brazil, Venezuela, and British Guiana meet. To get there he had to come to terms with the native Indians. For five years he lived with the Patamona tribe. Mr. Wickenden tells his story in the first person, but the experiences were in fact those of a friend who wishes to remain anonymous.

Emile Zola's THE BEAST IN MAN (Elek Books. 18s.) is the latest of the Zola novels to be translated into English. This is an astonishing network of concentrated action, occupying little more than one year, and dovetailed together with all the mastery of a great craftsman. The action centres round the busy railway yards at Le Havre and upon the footplate.

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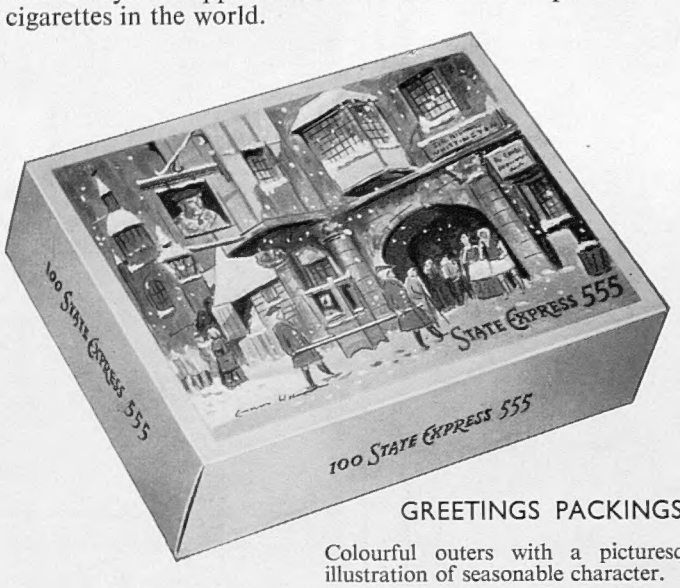

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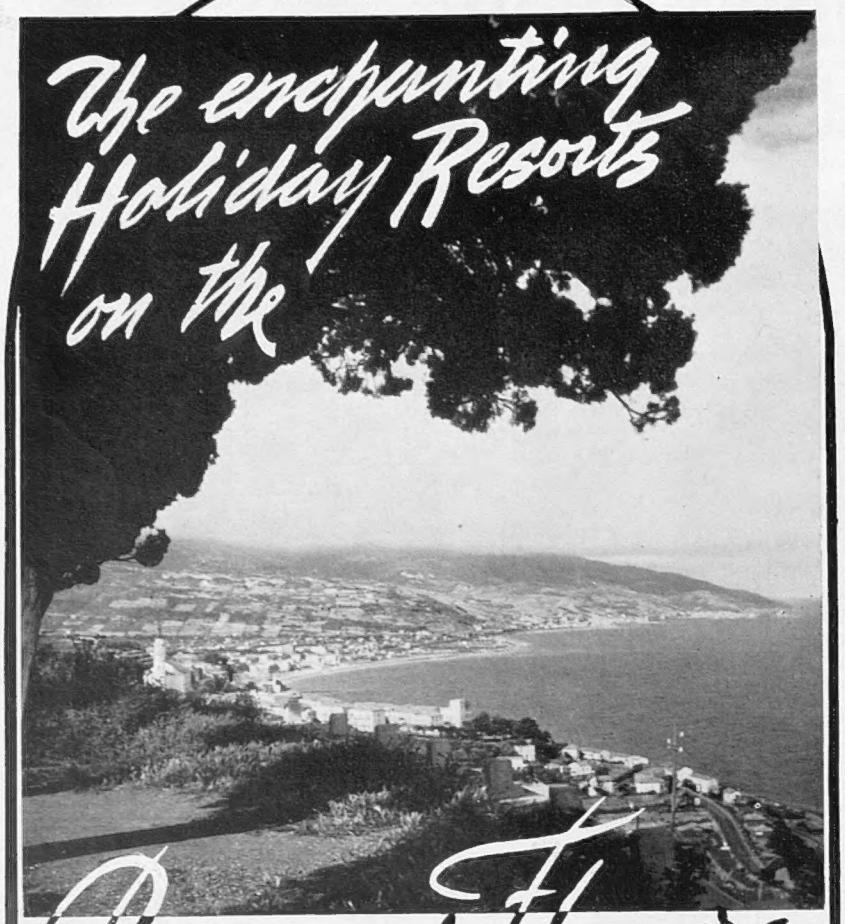

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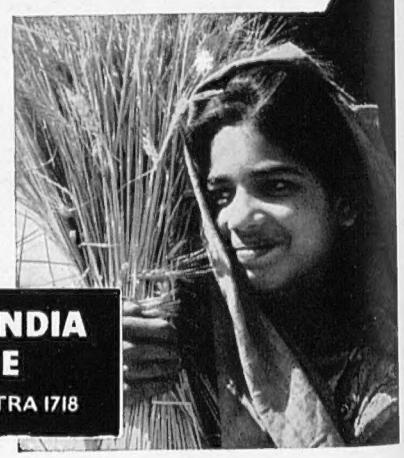

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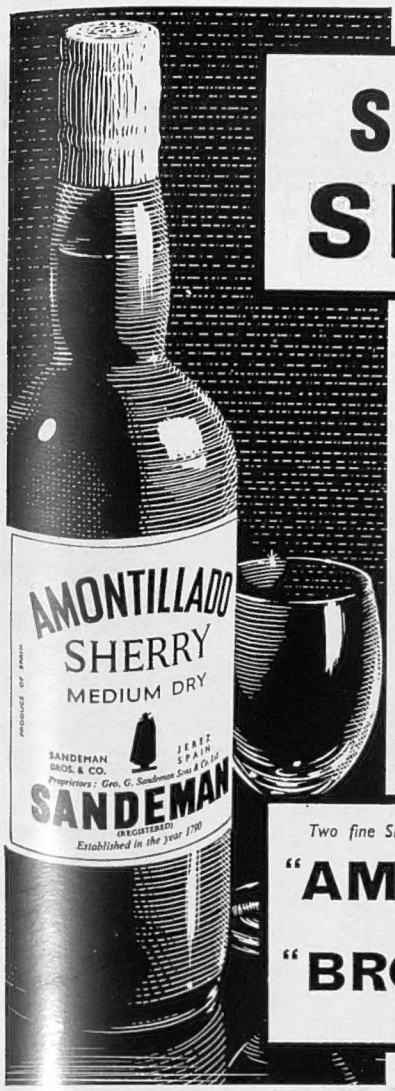

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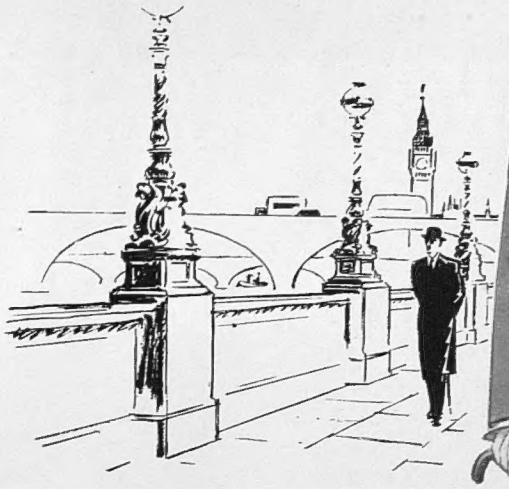

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